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Town of Corte Madera General Plan



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December 1989



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TOWN OF CORTE MADERA

CORTE MADERA GENERAL PLAN

Prepared for
Town of Corte Madera

December 1989

By
Blayney-Dyett, Urban and Regional Planners

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1. SETTING AND ORGANIZATION OF THE GENERAL PLAN

The General Plan is a statement of the Town of Corte Madera's desired pattern of preservation and development. Its purpose is to provide citizens, developers, and local decision-makers with clear policies that express and can be used to implement Corte Madera's vision of itself over the next twenty years. In formulating policies, the Plan attempts to incorporate and synthesize the views, concerns, and experiences of diverse members of the community.

Because Corte Madera is 90 percent built-out, the General Plan does not include dramatic proposals for change. Instead, it emphasizes preservation of small-town character and sets quality standards for guiding the development of the remaining ten percent. It equips the Town to deal constructively with the inevitable pressures for more intensive development in residential neighborhoods and commercial areas.

1.1 REGIONAL SETTING AND PLANNING AREA

Corte Madera is located in the southeast portion of Marin County, about eight miles north of the Golden Gate Bridge. It is the approximate center of the heavily-populated southern portion of the county with Mill Valley, Tiburon, and Sausalito to the south and Larkspur, Greenbrae, San Anselmo, and San Rafael to the north. Corte Madera is part of the City-Centered Corridor established by the *Marin Countywide Plan (Draft 1989)*. The Town's growth to the west is contained by public policy, by topography, and by the extensive publicly-owned park and open space lands of the Golden Gate National Recreation Area, Marin County Open Space District, and California State Parks. Highway 101, the only north-south transportation route linking job centers and workers in Sonoma, Marin, and San Francisco counties, bisects Corte Madera, creating the Town's "east" and "west" sides.

Figure 1 shows Corte Madera's Regional Setting and Planning Area. The boundary of the Planning Area is contiguous with the Town's municipal limits plus the Sphere of Influence boundary. The Sphere of Influence (SOI) is a boundary set by a local governmental body called the Local Agency Formation Commission (LAFCO) whose principle functions are to review annexation requests and to promote orderly urban development patterns in Marin County. The Knox-Nisbet Act of 1972 directs LAFCO to establish the Sphere of Influence as a representation of the probable ultimate physical extent and urban service area of the Town. In Corte Madera, three locations lie outside the Town's limits and within its SOI: Ring Mountain, a portion of Lucky Drive, and the Greenbrae Boardwalk, a community of houses on piles east of Highway 101. Public safety provision issues related to the Greenbrae Boardwalk are discussed in *Section 6.7*.

1.2 PLANS OF ADJOINING JURISDICTIONS AND THE BAY CONSERVATION AND DEVELOPMENT COMMISSION

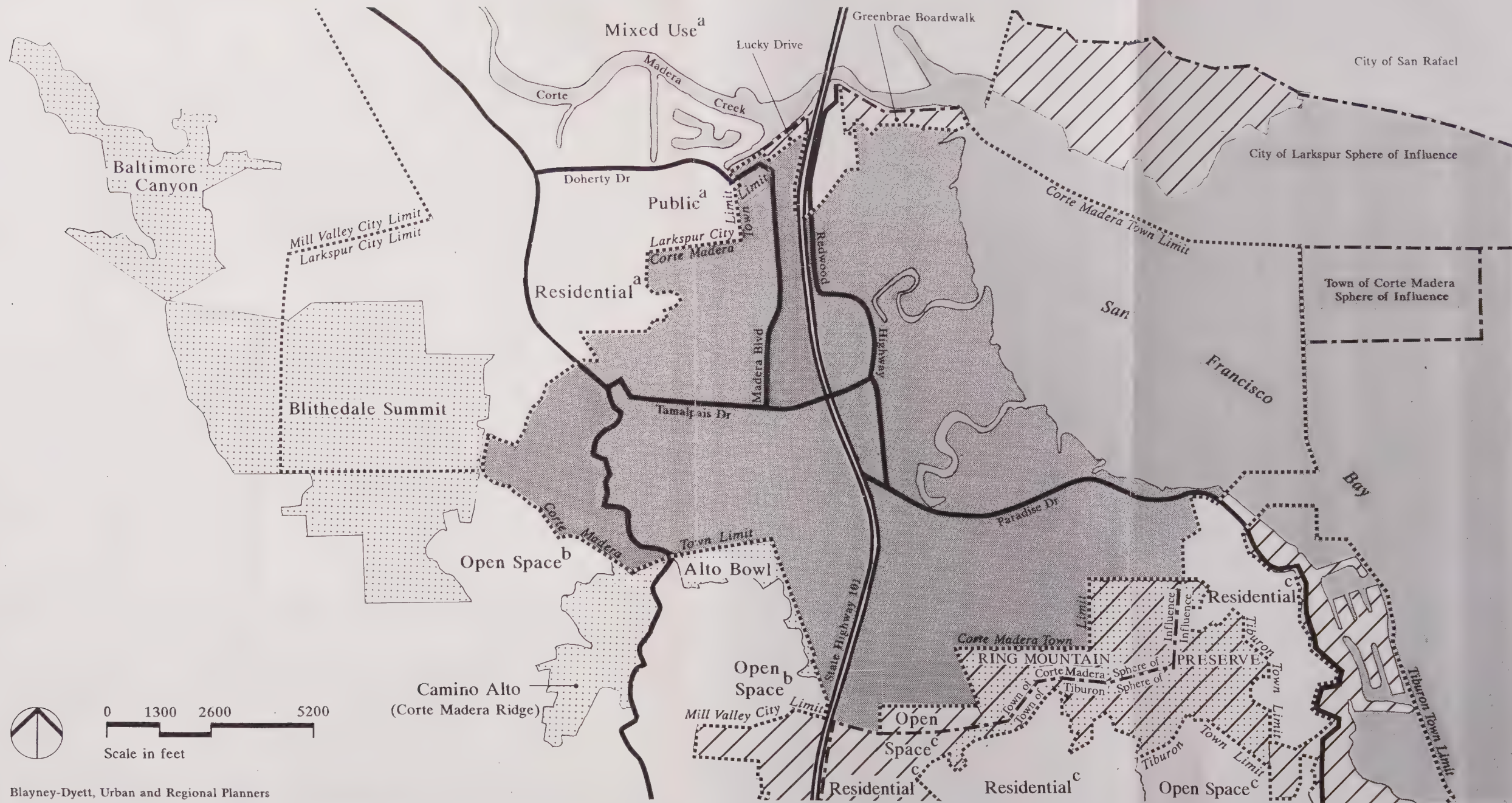
Figure 1 illustrates the land use designations of Corte Madera's neighbors, the cities of Larkspur and Mill Valley and the Town of Tiburon, as given in the general plans of those jurisdictions. Where relevant, the policies of neighboring jurisdictions have been reflected in the General Plan. For example, all three neighboring cities stress the importance of maintaining open space separators between themselves and adjacent cities. The General Plan strengthens existing open space areas that constitute portions of the separators between Corte Madera and Mill Valley west of Highway 101 and preserves most of the separator between Corte Madera and Tiburon through dedication of lands as open space on the Madera del Presidio site (*Figure 8*).

Trail links between jurisdictions have been integrated into trails planning for Corte Madera (*Figure 7*) as well. The General Plan shows a proposed link between Corte Madera and Tiburon along Paradise Drive. A trail connecting to Marin County Open Space District land is proposed between the Town and Mill Valley. A pedestrian/bicycle path is proposed along the former Northwestern Pacific Railroad Right-of-Way that traverses Village Square which will dovetail with Larkspur's plans for a similar trail. Larkspur also has plans for a trail along the spur of the Northwestern Pacific Railroad Right-of-Way that runs along the southern edge of Redwood High School near the High Canal. A connecting trail is proposed as part of the Town's trails system.

General Plan land use policies also incorporate applicable policies of the *Marin Countywide Plan (Draft 1989)* and the *San Francisco Bay Conservation and Development Commission (BCDC) Bay Plan* (amended 1988). The General Plan affirms Marin County policy which directs growth to the eastern portion of the county parallel to U.S. 101. This area, known as the City-Centered Corridor, has been designated in order to protect the central and western portions of the County from urban development. The *Bay Plan*, first adopted in 1969, expresses BCDC policies regarding the use and protection of San Francisco Bay. The Bay Conservation and Development Commission has jurisdiction over development in shoreline areas within a band measured 100 feet landward of and parallel to the shoreline of the Bay. The major policies of the *Bay Plan* ensure that prime shoreline sites are reserved for priority uses such as ports, water-related industry, airports, wildlife refuges, and water-related recreation. BCDC also requires that if any saltpond or managed wetlands are proposed for development, consideration be given to public purchase and return of these areas to the Bay. Marshes and mudflats are protected under the *Bay Plan* which also encourages restoration of former marshes and improvements to degraded marshes.

1.3 HISTORIC DEVELOPMENT

Corte Madera's historic development occurred in response to changes in both the local and regional economy and transportation system. The Town's beginnings were in timber. In 1834, John Reed, the first permanent Northern European settler, built a lumber mill in Mill Valley which he supplied with wood cut in Corte Madera. During the Gold Rush, settlers arrived in the area to stake claims to land, where they farmed and grazed cattle. By the turn of the century, Corte Madera had become a favored summer colony for San Francisco residents who constructed bungalows on the wooded slopes of Corte Madera Ridge.



Blayney-Dyett, Urban and Regional Planners






- | | | | |
|---|---|---|--|
|  | Town of Corte Madera |  | Sphere of Influence Boundary |
|  | Marin County Unincorporated Area | a | Land use designation, City of Larkspur General Plan, 1979. |
|  | Marin County Open Space District or Open Space Preserve | b | Land use designation, Mill Valley General Plan, 1975. |
|  | Town or City Boundary | c | Land use designation, Tiburon Draft General Plan, 1989. |

Figure 1
Regional Setting and Planning Area

CORTE MADERA GENERAL PLAN

Travelers arrived by the Northwestern Pacific Railroad which connected with ferry service in Sausalito for trips across the Bay. A bit removed by geography from the Bay Area's economic centers, Corte Madera grew at a modest rate. The Town incorporated in 1916 and Town Hall was built in 1928.

With completion of the Golden Gate Bridge in 1937, the pace of growth changed. Corte Madera became accessible by automobile to San Francisco and began to develop as a suburban "bedroom" community. Whereas the Town's older residential areas were originally built on the slopes, its newer subdivisions clustered along the Bay shoreline, largely on filled marsh and tidelands and the east slopes of Tiburon Ridge. Most of these, along with Marin's first "regional" shopping center (now Town Center), were built during the decade of rapid growth following World War II.

1.4 SMALL TOWN AND REGIONAL CENTER

Today, Corte Madera is both a bedroom suburb and a regional center. Its proximity to San Francisco and other job centers has made the Town attractive to commuters seeking to live and rear their families in a suburban community. At the same time, the presence of two regional shopping centers has made Corte Madera an area-wide destination. Like other jurisdictions of its size, Corte Madera wishes to preserve its small-town character while fulfilling its role of providing high-quality services to Town residents. With increasing frequency, regional growth issues such as open space preservation, housing construction, and traffic congestion are matters addressed by Town planning. Even global concerns, such as rising sea levels, have a very direct impact on Corte Madera and compel the Town to work on solutions to planning problems with outside jurisdictions and public agencies.

1.5 THEMES OF THE PLAN

Most of the General Plan's policies are linked to four broad themes. It is helpful to keep these "big ideas" in mind when judging how the policies should be applied to a particular project proposal.

Small-town Feeling: The historic center, Village Square, sets the theme the General Plan is designed to preserve -- a small town with small houses on quiet streets, a strong presence of nature, and a superior quality of life. The Village Shopping Center and Town Center provide counterpoint -- a very different environment nearby, revenue, and regional identity -- but they can be forgotten a block away.

Open Space Preservation: Corte Madera is bordered on three sides by areas of open space that weave into the Town as ridges, creeks, and wetlands. Open space even adjoins two sides of a regional shopping center. As the Town's 1988 survey shows, residents strongly favor preserving open space.

Neighborhood Character: Woodsy hillside custom homes, Bayside dwellings with a water orientation, and proximity to a range of types of open space are only a few of the features which help define Corte Madera's contrasting neighborhoods. The unique character of each Town neighborhood will be preserved and enhanced through implementation of the General Plan. Concern about multifamily housing or the potential for additions that turn small houses on small lots into large houses on small lots is strong in the Town's neighborhoods.

Local-serving Retail Preservation: Because Corte Madera is a small town, residents have a limited choice among stores serving everyday needs. The General Plan encourages greater variety and guards against expansion of region-serving businesses that would displace neighborhood businesses. The Plan emphasizes the Town's preference for discouraging businesses other than local-serving retail within neighborhood centers.

1.6 CREATING THE GENERAL PLAN

Work on the General Plan update began in the Spring of 1987. A Steering Committee including members of the Town Council, Planning Commission, Town staff and the public at large was appointed and charged with overseeing the General Plan preparation process. The Committee was instructed to avoid influencing the content of the Plan. During the summer of 1987, three community meetings, each attended by 25 to 70 persons, were devoted to identifying planning issues and planning options (possible responses to these issues). Meetings were held during which participants met in groups of four to six persons to explore a particular subject -- residential sites, affordable housing, open space, traffic, and commercial development.

Following the meetings, a working paper entitled *Analysis of Planning Options, October 1987*, was published. The working paper examined land use choices for twelve potential development sites as well as Townwide traffic, housing, and environmental issues. It was discussed at community meetings in October and January. Following the meetings, work on the General Plan was suspended while a community survey was prepared and administered.

The Steering Committee believed that the Town's commitment to broad public participation required a survey similar to a house-to-house survey conducted prior to preparation of the 1978 General Plan. Drafting questions, getting agreement among council members, testing, recruiting volunteers to conduct the survey, tabulation and publishing took just over a year. The survey requested preference for use of specific sites as well as respondents' levels of support or opposition to affordable housing, density, traffic, and appearance policy statements. Surveys were distributed to every household and 3,156 persons -- about half the adult population -- responded. Although this is a remarkably high response rate, the authors of *1988 Community Survey Results, February 1989*, stated that "while the survey results can be considered as a gauge of Town resident opinion at a particular point in time, results should not be translated directly into Town policy. Many general plan issues being discussed by the Town are complex and are difficult to condense into a brief survey question format." Notwithstanding the Survey author's opinion, members of the Planning Commission and the Town Council referred to the Survey results as one source of input to the General Plan. The survey results on issues that relate most directly to General Plan decisions are summarized in the Appendix together with a list of differences between survey results and plan proposals.

After publication of the survey results, the Town Council convened six community meetings to hear public comment and to discuss implications for the General Plan. The content of the *Draft General Plan* was further discussed during a six-hour workshop on April 29, 1989, attended by both the Town Council and the Planning Commission.

In November, 1989, the Planning Commission held public hearings and then

made its recommendation to the Town Council. The Council conducted a total of seven public hearings during November and December 1989 and then, on December 19, 1989, adopted this General Plan to replace the Town's previous General Plan.

1.7 THE GENERAL PLAN AS CONSTITUTION

A general plan for a city functions much as a constitution for a nation. It is a statement of the community's vision of its long-term or ultimate physical form and, desirably, a guarantee of stable development policies.

State law requires each city and county to adopt and maintain a general plan consisting of seven elements (land use, circulation, housing, open space, safety, conservation, and noise) that must be internally consistent, that is, each element consistent in content with all others. City actions, such as those relating to zoning, subdivision approval, housing allocations, and capital improvements also must be consistent with the general plan.

The correspondence between the state-mandated general plan elements and the elements of the *Corte Madera General Plan* are shown below.

CORRESPONDENCE: CORTE MADERA GENERAL PLAN AND STATE-MANDATED ELEMENTS.

Corte Madera General Plan Element	State of California Mandated General Plan Element
Land Use	Land Use
Open Space and Conservation	Open Space; Conservation
Housing	Housing
Transportation	Circulation
Safety	Safety
Noise	Noise

The *Corte Madera General Plan* consists of a *General Plan Diagram* (a drawing that shows arrangement and relations of land uses including principal roads) and carefully worded policies, accompanied by explanations needed to make the reasons for the policies clear. The Plan has three purposes:

1. To enable the Planning Commission and Town Council to reach agreement on long-range development policies;
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies; and
3. To inform other public agencies and private developers of the Town's development policies so that they will be able to design projects that are consistent with Town policies.

The Plan must be:

Long-range: However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. The *Corte Madera General Plan* is geared to the level of development that could be added by the year 2010.

Comprehensive: It must coordinate all major components of the Town's physical development. The relationship between open space and sites for development is an example.

General: Because it is long-range and comprehensive, the Plan must be general. The Plan's purpose is to serve as a framework for detailed public and private development proposals. It establishes requirements for additional planning studies where greater specificity is needed before the Town can act on development proposals.

The General Plan is implemented by the weekly decisions of the Planning Commission and Town Council and by the zoning and subdivision ordinances, specific plans, precise plans, and the Town's capital improvement program.

The zoning ordinance includes detailed land use classifications and standards. The zoning map must be consistent with the *General Plan Diagram*, but will not be identical to it, particularly in areas where changes in use are anticipated during the 20-year time period of the General Plan. The General Plan text includes policies that will require revisions to zoning regulations following Plan adoption.

1.8 THE GENERAL PLAN DIAGRAM

How to Use the General Plan

The General Plan Diagram (*Figure 2*, on the following page) depicts the future land use and circulation pattern envisioned by the Town. With few remaining development sites and a small number of future major capital improvement projects, Corte Madera's *General Plan Diagram* is a view of the Town in its built-out state.

The Diagram must be used in conjunction with the Plan text. The *Land Use Classifications Section* explains the Diagram's legend and specifies density and intensity ranges for each category. Policies throughout the Plan more fully express the Town's intent for each category. A glossary at the end of the General Plan defines technical terms.

Two types of policies are included in the Plan: Guiding Policies are the Town's statements of its goals and philosophy; Implementing Policies represent commitment to consistent actions. Implementing Policies are as specific as is appropriate given the Town's current level of knowledge and agreement on each policy issue. These policies will provide direct guidance on Town actions and decisions. Adopted policy statements are printed in roman type in the Plan. Explanatory material is italicized and is not adopted policy.

The Town has no obligation to approve projects at the maximum permitted density for any category. Text policies may limit development on particular sites in ways not apparent from the Diagram. For example, Plan policies



- Open Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Multifamily Residential
- Local-Serving Commercial
- Region-Serving Commercial
- Commercial Services
- Office
- Industrial
- P/SP Public/Semi-Public
- Parks
- PF Public Facilities
- Waterbodies/Waterways and Related Habitat
- Wetlands, Unique Marshland, Related Habitat and Potential Habitat Restoration Areas
- Hillsides, Ridglands and Related Habitat
- Study Area
- Town Boundary
- Interchange to be designed
- Freeway
- Arterial
- Collector
- * See Specific Sites Policies in Section 2.5

Note: This Diagram should be used only in conjunction with General Plan policies. Land use classifications used are defined in Land Use Element Section 2.1.

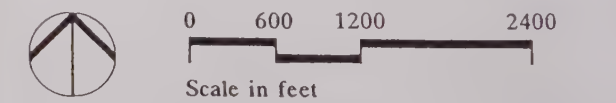


Figure 2
General Plan Diagram
CORTE MADERA GENERAL PLAN
 BLAYNEY
 DYETT
 Urban and Regional Planners

Topography at 40 foot intervals

protecting natural habitat or preventing flooding may prevent designated densities or intensities from being reached on some parcels. Determinations on questions such as these will be influenced by the actions of state and federal agencies as well as by the Town.

The classifications cover both public and private development, and serve as a guide for zoning. Zoning regulations must be consistent with the Plan, but need not be identical to it. Because of the scale of the Plan diagram, and the mix of existing development types, development on some small sites may not be designated as it actually exists. The Plan does not imply change of use or require that these be established as non-conforming uses under the Zoning Ordinance.

1.9 IMPLEMENTING THE GENERAL PLAN

Numerous directives are given throughout this General Plan for more detailed planning studies as well as methods of implementation. These directives should be developed into a work program with priorities assigned by the Town for undertaking this work. Further, the General Plan, as a living document, should be regularly reviewed and updated as necessary to meet the Town's needs.

Guiding Policies: Carrying Out the General Plan

- 1.9.a. Undertake a systematic approach to the implementation of the General Plan.
- 1.9.b. The Town's Zoning Ordinance and other implementing ordinances should reflect the goals, objectives and policies of the General Plan.
- 1.9.c. Undertake a mitigation monitoring or reporting system to ensure that proposed General Plan and individual project mitigations are carried out.
- 1.9.d. Plan periodic reviews of the General Plan to assess its status, effectiveness, and the progress of implementation.

Implementing Policies: Carrying Out the General Plan

- 1.9.e. List all items requiring additional work to refine this General Plan and to implement its policies.
- 1.9.f. Upon recommendation by the Planning Commission, the Town Council shall assign priorities for undertaking and completing these work items.
- 1.9.g. Revise the Zoning Ordinance to reflect the policies of the General Plan and its land use designations to achieve consistency between the General Plan and the Town's Zoning Ordinance.
- 1.9.h. In connection with the approval of individual developments or other projects, a monitoring or reporting program shall be required to be devised and adhered to for the purpose of assuring that the mitigation measures included in the General Plan EIR which are applicable to the project and those mitigation measures identified in connection with project approval are carried out and implemented.

- 1.9.i. Schedule an annual report from the Planning Commission to the Town Council evaluating the condition of the General Plan and the progress of its implementation, including any recommendations for amending the General Plan. This report shall be submitted to the Council in January of each year.

2. LAND USE ELEMENT

2.1 LAND USE CLASSIFICATIONS

The legend on the *General Plan Diagram (Figure 2)* uses abbreviated versions of the land-use classifications described below. Sites designated on the Diagram with an asterisk are subject to additional policies included in *Land Use Element, Section 2.5*.

Property owners who contend that all economically viable use of their property is denied by the application of the policies adopted by the General Plan may apply to the Town for relief through a Conditional Use Permit procedure under criteria established in the revised Zoning Ordinance.

RESIDENTIAL

The residential densities described below are given as units per net acre -- that is, the parcel acreage, exclusive of public rights-of-way, private streets, waterways, wetlands, required buffers adjoining wetlands, ridges, slopes 30 percent or greater, other geological constraints, schools or parks. The number of units permitted will be further modified by the zoning district and any applicable overlay district. Estimates of future population density are based on allowable residential density and projections of average household size.

Existing neighborhoods include some residences built at densities outside the ranges specified here. The Plan does not imply that such development should be replaced or treated as nonconforming uses by the Town's Zoning Ordinance. New development may be approved at densities lower than the high end of the ranges listed below. Also, an applicant may propose development at a density lower than the minimum densities specified below.

The density bonus required by state law for projects including 20 percent affordable units (or other specified proportions of affordable or senior housing) would be in addition to the maximum densities otherwise permitted.

Open Residential (from 0 to .2 units/net acre). This low density, single-family designation is intended for areas of the Town with special characteristics of flooding, subsidence, seismic related problems, or vulnerability to tidal flooding. This designation is also intended for areas having special open space value due to its visual character or habitat resource. Single-family houses and uses ancillary to residential uses and having very low intensity characteristics are allowed. Minimum lot size is 5 acres, but smaller existing parcels would not be precluded from developing one housing unit. Estimated population density: Up to 2.5 persons per five acres, or up to .5 person per acre. The Town will draft Open Residential District regulations as part of the revised Zoning Ordinance.

Very Low Density Residential (from .2 to 1.0 units/net acre). This designation is applied to areas having risks similar to those found in the Open Residential classification, but they are areas having somewhat less vulnerability. Also, this designation is applied to sites where particular features of the land or its proximity to valuable habitat or scenic areas only allow for very low density residential development. Uses ancillary to residential uses and having very low intensity characteristics are allowed. Minimum lot size is 1 acre, but smaller

existing parcels would not be precluded from developing one housing unit. Estimated population density: .5 to 2.5 persons per acre. The Town will incorporate regulations for the Very Low Density Residential District into the revised Zoning Ordinance.

Low Density Residential (from 1.0 to 2.2 units/net acre). This single-family density predominates on some of the higher slopes in west Corte Madera. Minimum lot size is 20,000 square feet. Low intensity uses normally associated with a low density residential neighborhood -- such as schools, churches, nursing homes -- are allowed in this classification. Estimated population density: 2.5 to 5.5 persons/acre. Presently, the Town's R-1-A Zoning District is consistent with this classification.

Medium Density Residential (from 2.2 to 5.8 units/net acre). Minimum lot size is 7,500 square feet. This designation is applied to most of the single-family subdivisions in Corte Madera, including Madera Gardens, Mariner Cove, and Marin Estates. Although some of these subdivisions have lots smaller than 7500 square feet, they were developed prior to the required minimum of 7500 square feet. Residentially related uses, such as schools, day care centers and churches, are allowed in this classification. Existing lot sizes in these areas range from under 6,000 to 20,000 square feet; the flatland subdivision lots typically are 60 by 100 feet. Estimated population density: from 5.5 - 13.2 persons/acre. Presently the Town's R-1 Zoning District is consistent with this classification.

Multifamily Residential (from 5.8 to 10.9 units/net acre, with higher densities for senior housing). Although some previous developments may have been at the higher end of this density scale, critical factors to consider in applying this classification, including scale, mass, buffering and provision of open space will probably direct future development to lower densities. This density is suitable for attached one- or two-story townhouses on level sites, but normally is too low to create interest in building stacked apartments. Most recent multifamily development projects in the Town are within this range, including Casa Madera (4,500 square feet per unit), The Shores (3,500 square feet per unit), and the Uplands Apartments (4,000 square feet per unit including unbuildable slopes). Residentially-related uses, such as schools, churches, day care centers, and nursing homes, are also permitted. Estimated population density: 13.2 - 25 persons/acre. Presently, the Town's R-2 Zoning District is consistent with this classification.

Multifamily density may be increased where residence is to be restricted to senior citizens. In such cases, maximum density will be determined based on the lower trip generation of units occupied by senior citizens, reduced on-site parking requirements, and compatibility with surrounding development with respect to building height and bulk.

COMMERCIAL

The General Plan controls the size of commercial buildings and the amount of traffic that will result by limiting the amount of floor area that can be built on each site to 34 percent of the usable site area, exclusive of floor area devoted to required parking. Except for the parking exemption, this is equivalent to the standard of 15,000 square feet of floor area per gross acre in the 1978 General Plan. On sites abutting Highway 101 or Paradise Drive west of San Clemente Drive, floor area may exceed 34 percent provided peak hour traffic generated does not exceed the volume that would be generated by an office building

having gross floor area equal to 34 percent of site area and provided the visual impacts can be mitigated.

On some sites, the maximum allowable floor area may not be attainable when zoning regulations specifying parking, setback, and height requirements are met. Wetlands, waterbodies, site area required for buffers adjoining wetlands, ridges, slopes 30 percent or greater, and other geological constraints specified by the General Plan are not counted when computing allowable floor area.

Local-Serving Commercial. Retail and other services used predominantly by residents. Uses include businesses usually found in neighborhood shopping centers, such as grocery stores, drug stores, barbers, cleaners, and banks. Uses attracting other than local customers may be suitable in local-serving commercial areas provided they do not occupy space needed for local-serving businesses. Paradise Shopping Center, Village Square, and Park Madera Shopping Center are designated as local-serving commercial.

Region-Serving Commercial. Principally retail uses attracting customers from a wide geographic area, including regional shopping centers (The Village, Corte Madera Town Center, and the Market Place). Offices and personal services are included. The Regional Shopping District (C-2) zoning regulations permit local-serving commercial uses. For example, Town Center also functions as a local-serving retail center.

Commercial Services. Uses include auto dealers and automotive services, mini-storage, hotels/motels, building materials sales, veterinarians, and other retail outlets that typically do not locate in shopping centers and can be found to have low vehicle trip generation rates.

Office. Medical and other professional and administrative offices.

Industrial. Distribution, warehousing and light manufacturing are included. Administrative and professional offices with no greater traffic generating characteristics than the other uses in this category may be considered.

PUBLIC USES

The designations below encompass both public and private properties. The designations have been selected because they are descriptive of the uses permitted herein or the actual functions of the properties. Inclusion of private lands under the heading of public uses is not intended to deprive private properties of all their economically viable use.

Public/Semi-Public. Uses which service a public or semi-public function, such as public and private schools, places of religious assembly, and public buildings such as Town Hall and the California Department of Motor Vehicles.

Parks. Publicly-owned sites for active recreation, existing and planned. Former railroad right-of-way to be used for trails is depicted as park, although in some locations it may not be dedicated as park or in public ownership.

Public Facilities. Uses necessary for public service installations, including public and private drainageways, retention ponds, and flood control facilities, such as pump stations, flood gates and flood walls, and other sites necessary for public facilities and services.

OPEN SPACE

These designations include both public and private properties. The designations have been selected because they are descriptive of the uses permitted hereunder.

Waterbodies/Waterways and Related Habitat. San Francisco Bay, Corte Madera Creek, and San Clemente Creek. Only those uses which relate to or enhance the habitat of waterbodies or waterways are permitted; except that uses which are related to public safety are permitted whether or not they also relate to or enhance said habitats.

Wetlands, Unique Marshland, Related Habitat, and Potential Habitat Restoration Areas. Uses permitted in these areas are limited to those which relate to and enhance the Wetland Habitat. Habitat Restoration Areas are areas identified in the Plan because of their potential for being converted into more valuable habitat. Areas with this designation could be used as wetland mitigation sites for projects undertaken elsewhere in Corte Madera or throughout the region.

Hillsides, Ridgeland, and Related Habitat. Undeveloped portions of ridges and hillsides, including Ring Mountain Preserve and Marin County Open Space District land, as well as those areas of private developments such as Meadowcreek Station that are deed-restricted as open space. Uses in these areas are limited to low intensity uses which do not detract from open space values. Scenic Resource Areas on privately owned land as shown in *Figure 8* are subject to the Hillside Land Capacity Overlay District Regulations in the Town's Zoning Ordinances.

STUDY AREA

This designation, at present, is applied to Village Square where a land use category has not been assigned because information, plan proposals, or consensus is insufficient. Policies in *Section 2.5.k.* state maximum development intensity for a range of possible land uses.

2.2 RELATIONSHIP TO OTHER ELEMENTS

The *Land Use Element* includes basic policies, presented in the text and in the *General Plan Diagram*, relating to physical development in the Town. However, the Land Use policies represent only one part of the Plan. The organization of the Plan into the seven elements required by State law may obscure the relationships among the different parts of the Plan, both in terms of the way in which the Plan was designed and in terms of its policies for the future. Cross-references to other relevant sections accompany Plan policies.

Transportation Element

The General Plan includes a transportation system that will serve the activities indicated on the *General Plan Diagram*. Implementation of the Plan means construction of transportation improvements as well as participation in transportation planning programs.

Open Space and Conservation Elements

The *General Plan Diagram* indicates open space areas. These are designated based on habitat value, flood protection functions, or aesthetic contributions to the Town's environment. The *Open Space and Conservation Element* emphasizes implementation and management of the areas shown on the *General Plan Diagram* as open space. Policies in the two elements complement one another, with the *Land Use Element* emphasizing policies that can be mapped, and the *Open Space and Conservation Element* having an emphasis on programs.

Housing Element

Both the *Land Use Element* and the *Housing Element* contain residential development policies. The *Land Use Element* includes policies on location, type and character of residential development. The *Housing Element* addresses housing opportunity, affordability, and conservation.

Safety Element

The most prominent safety issue in Corte Madera is flooding. The *General Plan Diagram* addresses flood hazards by establishing as open space underdeveloped flood-prone areas and areas where natural processes contribute to flood protection. In addition, the Safety Element includes policies on subsidence, geologic and soils hazards, seismic safety, fire hazards, police services and hazardous materials.

Noise Element

The Noise Element includes a map of projected future noise contours, proposes mitigations, and establishes requirements for acoustical studies. Reference to the General Plan Diagram will establish what types of uses, at what locations, will be exposed to various noise levels.

2.3 RESIDENTIAL DEVELOPMENT

People who live in Corte Madera have a strong sense of the Town as a residential environment. Only 320 additional housing units are anticipated by the Plan, and more than one-quarter of these will be built on existing lots, and may include second units. Because of this, the Plan includes policies on changes to existing housing units as well as the addition of new units. Housing conservation and additions are addressed in the *Housing Element (Section 4.5)* and the Community Character and Design section of the *Land Use Element (Section 2.6)*. Residential and population additions are summarized in *Table 1*. Most of the housing units to be added within new projects will be east of Highway 101.

Guiding Policies: Residential Development

2.3.a. Preserve the character of Corte Madera's neighborhoods.

The Town's contrasting neighborhoods include woodsy hillside custom homes, flatland subdivisions, and water-oriented houses. Most Corte Madera houses are small, but current trends and prices create a demand for more space. Much of the Planning Commission's time is spent reviewing proposals for

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remodeling and expansion that would create large houses on small lots. The Town recognizes the need for remodeling and expansion, but these needs must be balanced with concerns for preserving sunlight, views, privacy, neighborhood scale, and affordability.

2.3.b. Maintain low density character of residential development in Corte Madera.

An orientation towards child-rearing families, and the ability to know one's neighbors are qualities valued by many Town residents.

2.3.c. Development within existing neighborhoods should be consistent with the character and intensity of adjacent residential uses, as well as with the capacity of the neighborhood to accept such a use.

**TABLE 1
HOUSING UNITS AND POPULATION
1989 AND GENERAL PLAN BUILD-OUT**

	Town Total	West of Freeway	East of Freeway
Housing Units 1989	3,700 ^a	2,470	1,230
Population 1989	8,630 ^b	5,760	2,870
Additional Units on Lots to be Subdivided	220	43	177
Estimated Additional Infill Units	100	90 ^c	10 ^c
Housing Units at General Plan Build-out	4,020	2,603 ^c	1,417 ^c
Potential Build-out Population (at 2.25 Persons per Unit) ^d	9,045	5,857	3,188

^a1980 Census plus subsequent development up to December 1988.

^bCalifornia Department of Finance, population estimate for January 1, 1989.

^cEstimate of distribution of infill units has been included for the purpose of population projection.

^dABAG Projections '87: *Household Size, Corte Madera, 2005.*

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- 2.3.d. Existing neighborhoods should be protected to maintain quality residential neighborhoods for the continuation of the family-living lifestyle.
- 2.3.e. Maintain quality of public services by requiring new development to cover its share of public costs.

Each new residential unit pays fees for park and traffic improvements as well as for water and sewer service. Flood control charges depend on project location.

- 2.3.f. To the extent the direct or cumulative effect of a development project is to: (1) significantly reduce levels of service of streets or intersections below that which is extant at the time the project's application is filed, (2) significantly decrease or impair the ability of the Town to deliver fire, safety and police protection to the project or elsewhere in the Town's limits, (3) exhaust or exceed sewer capacities or (4) prevent the Town from providing necessary utility or infrastructure services to the project or to other developments, then, the development project proponent shall be required, as a condition to project approval, to eliminate said effects by, first, reducing the intensity or density of the proposed development; second, providing, at the developer's cost, the facilities, utility facilities or infrastructure necessary to eliminate said effect(s); and/or third, paying to the Town those fees necessary to eliminate said effects.

The intent of this policy is to assure that no new development, of any sort, degrade or significantly reduce existing levels of utility or infrastructure services, and, that if such degradation or reduction is caused by such a development, the first and principal, but not necessarily the only, measure to be applied in eliminating such impacts is the reduction in the development's intensity or density of use.

Implementing Policies: Residential Development

- 2.3.g. Review height and bulk regulations to determine whether they provide adequate protection against unwanted changes in neighborhood character. Prepare guidelines for expansion of existing homes that will increase the ability of all parties to predict what will be approved.

- 2.3.h. Consider the development of a Floor Area Ratio approach or similar techniques for correlating size of structures with size of parcel.

Floor Area Ratio is a measure of the ratio between total floor area within a building and the lot area. As the floor area in a building increases, so does the floor to site area ratio.

The objective is to adopt an approach that will retain the existing character of neighborhoods.

- 2.3.i. Require development materials and techniques that will result in durable, high-quality structures and landscaping.
- 2.3.j. Revise the Town's Zoning Ordinance to add two lower density residential classifications which provide densities of one housing unit per acre, and one housing unit per five acres. Apply these lower densities in areas where public safety is at risk and in environmentally sensitive and scenic

resource areas.

- 2.3.k. Establish a maximum General Plan residential density of 10.9 units/net acre, with increases possible for senior housing and affordable units.

This policy is consistent with zoning regulations requiring at least 7,500 square feet of site area for each single family dwelling unit and 4,000 square feet of site area for each multi-family dwelling unit.

See Housing Element Policy 4.1.j.

- 2.3.l. Periodically evaluate development fees to assess the relationship between costs and contributions from new development.

New development should pay for all on-site improvements, as well as making contributions to financing of Townwide public services based on demand created by project occupants. These may include transportation improvements, parks, and flood protection.

- 2.3.m. Develop and execute a work program to address the special planning and safety needs of Christmas Tree Hill, leading to changes in land use regulations and possibly a special zoning district to meet those needs.

Meeting with the neighbors to determine the best means to address special problems of this area is a high priority.

- 2.3.n. Review and revise the Town's capital improvement program annually to ensure that proposed public improvements will be consistent with the General Plan's policies for residential areas and that progress is being made toward implementing those policies.

- 2.3.o. Revise the P-D Planned Development Overlay District to strengthen the Town's discretionary review of project design.

The Planned Development Overlay District would provide flexibility in the application of development standards.

- 2.3.p. Use of the Planned Development approach will be considered on a case by case basis upon demonstration that it will result in higher quality development than would result from development using underlying Zoning District regulations.

The Planned Development approach shall not have the effect of imposing multifamily housing in single-family residential areas.

- 2.3.q. Inventory all vacant parcels Townwide for use in future planning studies.

2.4 COMMERCIAL DEVELOPMENT

Retailing

With over 800,000 square feet of regional shopping center floor area built or remodeled during the 1980s, Corte Madera has become a major retail destination. The Village Shopping Center and Town Center provide a broad cross-section of

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department store and specialty store merchandise, and Town Center also includes office space and local-serving stores.

Commercial services, including auto dealers, motels, and restaurants are located along Highway 101.

The Town recognizes the value of the business community and believes that beneficial results come from working in concert with the Chamber of Commerce and businesses, both large and small, in Corte Madera. Elsewhere the General Plan calls for preservation and expansion of stores serving neighborhood residents. Paradise Shopping Center, Park Madera, and Village Square are to emphasize food stores, drugstores, restaurants, barbering, shoe repair, and similar businesses. Recognizing the limited potential for additional local-serving businesses as Corte Madera nears its ultimate population, the General Plan also allows small region-serving stores to locate in neighborhood centers.

Offices and Manufacturing

Few sites remain for offices in southern Marin County, so land designated for offices will be attractive to office developers. The traffic analysis for the General Plan assumes office development on vacant sites as a test of street system capacity because offices would generate more peak hour vehicular trips than other uses permitted in this classification.

Manufacturing and distribution can be expected to continue to occupy less space because land values are high and there is a mismatch between labor needs and the skills of most nearby residents.

Guiding Policies: Commercial Development

2.4.a. Maintain the vitality of both region-serving and local-serving businesses while protecting local-serving businesses from displacement.

2.4.b. Encourage a mix of commercial uses while minimizing conflicts among commercial uses and between commercial uses and residences.

See Circulation Element for guidelines on minimizing traffic impacts.

2.4.c. Maintain quality of public services by requiring new development to meet its share of public costs.

2.4.d. To the extent the direct or cumulative effect of a development project is to: (1) significantly reduce levels of service of streets or intersections below that which is extant at the time the project's application is filed, (2) significantly decrease or impair the ability of the Town to deliver fire, safety and police protection to the project or elsewhere in the Town's limits, (3) exhaust or exceed sewer capacities, or (4) prevent the Town from providing necessary utility or infrastructure services to the project or to other developments, then, the development project proponent shall be required, as a condition to project approval, to eliminate said effects by, first, reducing the intensity or density of the proposed development; second, providing, at the developer's cost, the facilities, utility facilities or infrastructure necessary to eliminate said effect(s); and/or third, paying to the Town those fees necessary to eliminate said effects.

Note: Adopted policy statements are printed in roman typeset. Explanatory material is italicized and is not adopted policy.

The intent of this policy is to assure that no new development, of any sort, degrade or significantly reduce existing levels of utility or infrastructure services, and, that if such degradation or reduction is caused by such a development, the first and principal, but not necessarily the only, measure to be applied in eliminating such impacts is the reduction in the development's intensity or density of use.

2.4.e. Ensure that new commercial development does not disrupt environmentally-sensitive areas.

2.4.f. Discourage businesses other than local-serving retail within neighborhood centers.

With two large regional-serving centers, the Town prefers to concentrate on establishing a healthy mix of local-serving businesses within neighborhood centers.

Implementing Policies: Commercial Development

2.4.g. In neighborhood shopping areas, allow only local serving business which have low-traffic generation characteristics.

2.4.h. Work with the Chamber of Commerce to develop an overall strategy for encouraging and supporting small local serving businesses.

2.4.i. Develop a program to address the increasing trends of manufacturing and distribution uses' shifting to office developments.

Evaluate the characteristics of uses such as Research and Development to determine appropriate uses that the Town might encourage which would not adversely impact traffic conditions.

2.4.j. Revise the Zoning Ordinance to allow administrative and professional offices in areas designated light Manufacturing provided such office use generates no greater traffic impacts than would result from distribution, warehousing or light manufacturing uses.

2.4.k. Periodically evaluate development fees to assess the relationship between costs and contribution from new development.

New development should pay for all on-site improvements, as well as making contributions to financing of Townwide public services used by businesses and their employees. These may include transportation improvements, fire and police protection.

2.4.l. Review and revise the Town's capital improvement program annually to ensure that proposed public improvements will be consistent with the General Plan's policies for commercial areas and that progress is being made toward implementing these policies.

2.4.m. Revise the P-D Planned Development Overlay District to strengthen the Town's discretionary review of project design.

2.4.n. Use of the Planned Development approach will be considered on a case by case basis upon demonstration that it will result in higher quality development than would result from development using underlying Zoning District regulations.

2.4.o. Inventory all vacant parcels Townwide for use in future planning studies.

2.5 SPECIFIC SITES

The working paper, *Analysis of Planning Options, October 1987*, prepared as part of the General Plan revision process, identified twelve large sites ("Land Use Decision Sites") with development potential. These sites, reprinted in the Appendix from the working paper as *Figure 13*, have been the subject of detailed consideration as part of the Town Survey and during preparation of the Plan. The *General Plan Diagram* designates land uses for these sites which have resulted from the Plan preparation process. Sites for which the Land Use Classifications in *Section 2.1* do not provide sufficient explanations of Town policies are treated below. These sites are designated by an asterisk on the *General Plan Diagram*.

Guiding Policy: Specific Sites

2.5.a. Base decisions on appropriate uses for specific sites on an environmental review in the form of an Environmental Impact Report (EIR).

The specific sites are designated by asterisks on the General Plan Diagram, Figure 2.

Implementing Policies: Specific Sites

2.5.b. Designate the Habitat site (*Figure 3*) as a permanent open space in the interest of preserving the health, safety and welfare of the present and future residents of Corte Madera and in keeping with the land use preference of Town residents as reported in the Town Survey.

The Town Survey indicated that most Corte Madera residents favor preserving this site as open space.

This site is underlain by Bay Mud.

2.5.c. Designate the Habitat site as a potential Habitat Restoration Area.

The site, if converted to wetlands habitat, might be used as mitigation for the loss of wetlands elsewhere.

Other alternative uses as indicated by the Town Survey are (1) senior housing, (2) parking, and (3) a nature study facility. Any development on the site shall preserve a 100-foot buffer adjoining wetlands as shown in *Figure 3*. Buildings shall be single story, have a low profile, and be sited so as to ensure open vistas of the Bay and wetlands. The site shall be occupied by low intensity users. Development shall not generate more than 250 vehicle trips per day unless development is limited to parking.

- 2.5.d. Support efforts to establish the Golden Gate Bridge, Highway and Transportation District (GGBHTD) site (*Figure 4*) as permanent open space.

Designate this site as a potential Habitat Restoration Area.

The 72-acre site has been used for disposal of Larkspur Ferry channel dredge spoils from Corte Madera Creek. Before that a marsh habitat existed. Dumping the spoils has created uneven terrain above the marsh, and it has become a nesting ground for birds, a habitat for over-wintering migratory species, feeding and resting areas for waterfowl, and a refuge habitat for shorebirds during high tides when they must leave the mud flats for higher ground. Much of the site is seasonally inundated.

Because the District is not subject to Town regulations, implementation of the General Plan policies relating to this site will require cooperation with the District and other agencies.

Development on this site would weaken the integrity of the wetlands system in Corte Madera. Preservation of both the Habitat and the GGBHTD sites are considered as complementary parts of the Town's overall wetlands management program.

This site is underlain by Bay Mud.

- 2.5.e. Designate the Archdiocese site (shown on *Figure 8*) as Very Low Density Residential.

Portions of this site are underlain by Bay mud, and the site is flanked by areas of geotechnically unstable slopes.

- 2.5.f. For the Madera del Presidio site, the Town shall consider scheduling public hearings to amend the General Plan to Low Density Residential or other use classifications after actions on the Vesting Tentative Map and Precise Plan applications now pending before the Town have been concluded. Such a reclassification would be for the purpose of, among others, protecting the environmentally sensitive elements of the site.

The Madera del Presidio site is shown on Figure 2 with the same designation as reflected by the 1975 General Plan. The Town Council, in July 1989, approved a Preliminary Plan for developing 151 housing units on this site.

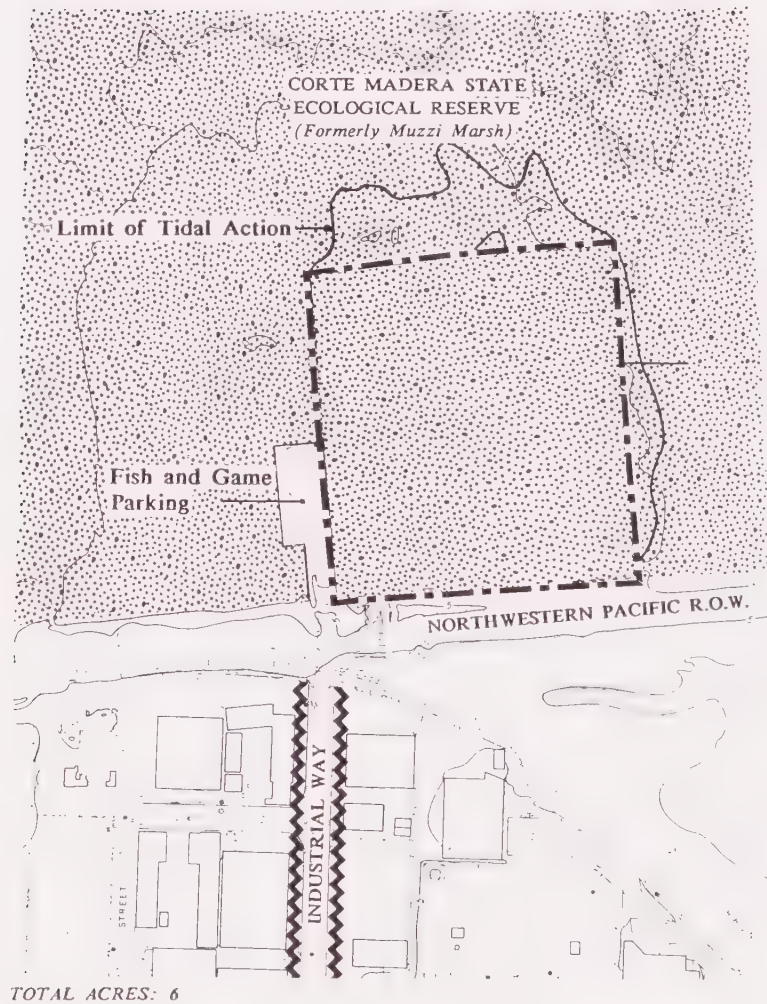
- 2.5.g. Designate the Hidden Valley Ranch as Medium Density Residential.

The Medium Density Residential Classification for this site represents an effort to blend the higher densities of Meadowcreek Station and Marin Estates with the open space character of the surrounding area required by the Madera del Presidio Preliminary Plan.

- 2.5.h. As a condition of development approval, require construction and dedication of a pedestrian/bicycle trail connection through the Tamal Vista West site.

Shown on Figure 7 as part of Section 5 of the trails system between the High Canal and Tamal Vista Boulevard.

MADERA BAY PARK OFFICE PROPOSAL, 1981



0 300 ft.

Figure 5
Madera Bay Park

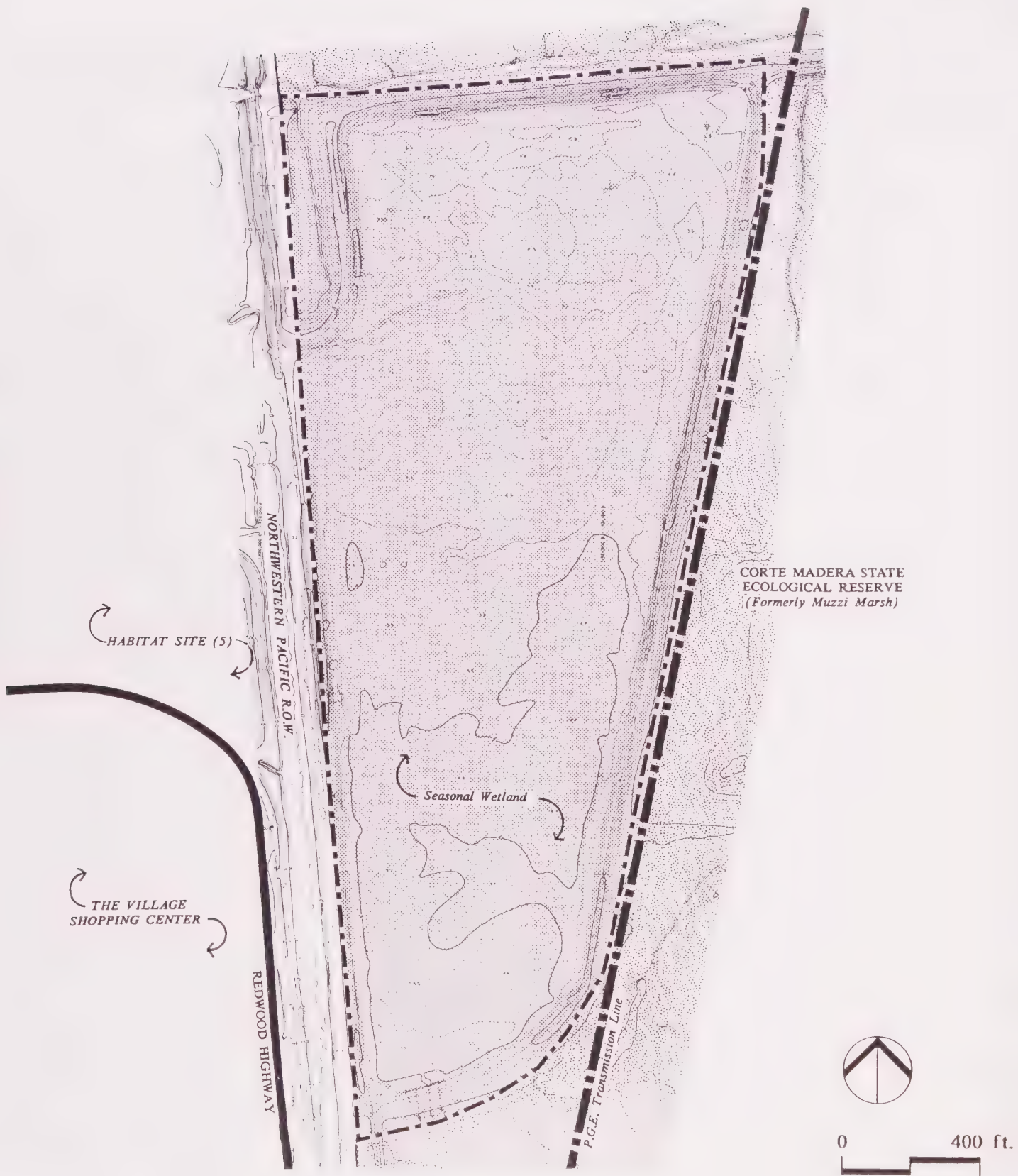


Figure 4
Golden Gate Bridge, Highway and
Transportation District Site

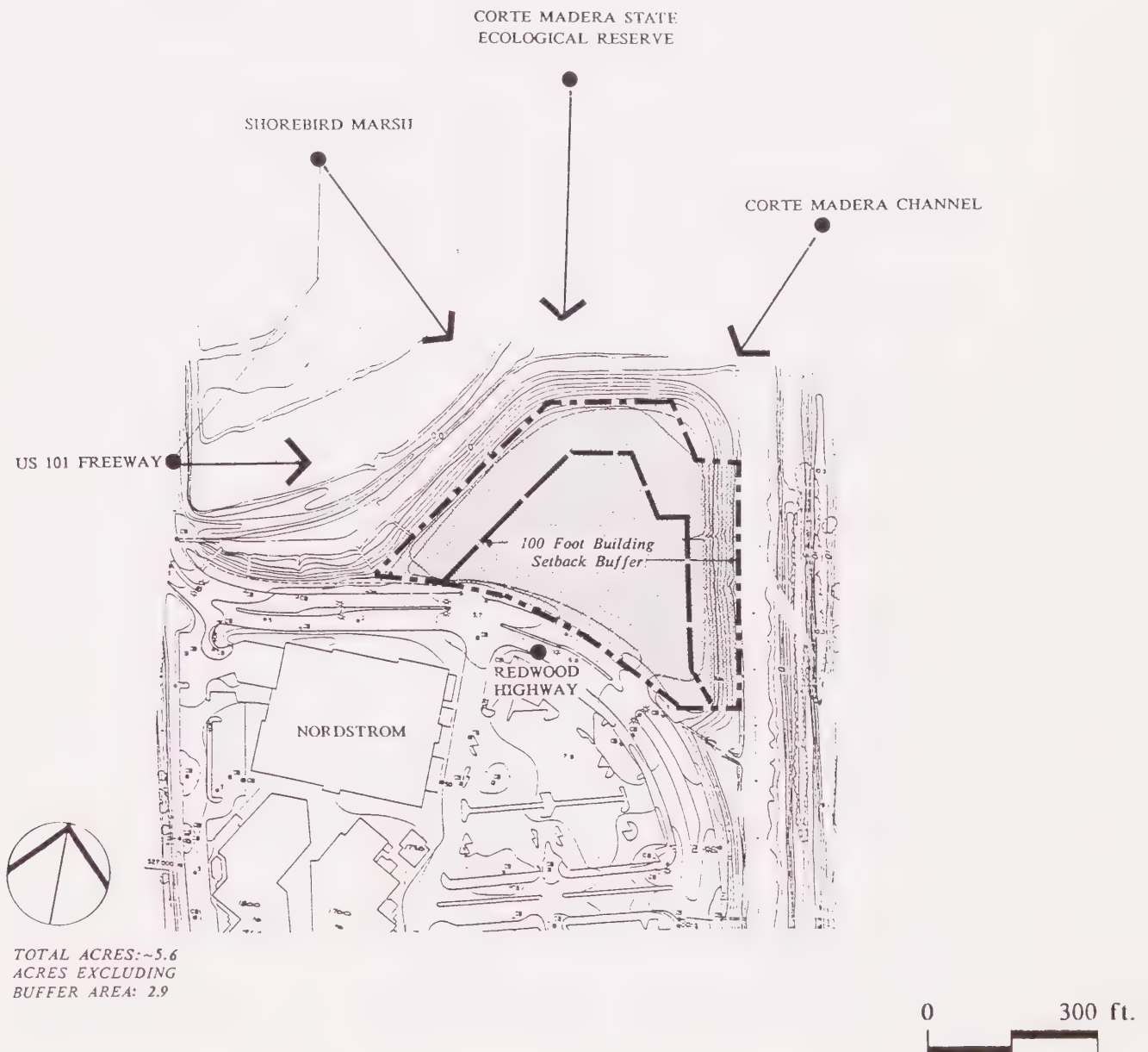


Figure 3
The Habitat Site

- 2.5.i. Designate the former right-of-way of the Northwestern Pacific Railroad (Porter/Cooley properties) as follows:

Tamal Vista West: Low Density Residential

Tamal Vista East: Arterial

"Y" shaped segments east of Highway 101: Open Space -- Wetlands, Unique Marshland and Related Habitat

- 2.5.j. Designate the Madera Bay Park site as shown on *Figure 5* as Open Space -- Wetlands, Unique Marshland and Related Habitat.

Designate this site as a potential Habitat Restoration Area.

This site is underlain by Bay Mud.

- 2.5.k. Adopt a Specific Plan for the Village Square.

Until the Specific Plan is adopted, use the Town's Zoning Ordinance for use, density, intensity, and development standards.

In 1986, the Town Council appointed the Village Square Committee and commissioned preparation of a Specific Plan for the area, designated "Study Area" on the General Plan Diagram. Traffic and economic studies were conducted and six design schemes were prepared, but consensus was not reached. The most important issue was that the Square is not perceived as a destination, and is not identified as the "Town Square." Another concern is that the circulation pattern results in unacceptable conditions with traffic dominating the Square.

Maximum development densities are based on alternatives developed as part of the work on the Village Square Specific Plan. These standards represent maximums and may not be compatible with the surrounding area and would therefore not be approved. These maximums are included only to satisfy General Plan requirements for density and intensity of land use.

- 2.5.l. Review and revise as necessary the Paradise Drive/San Clemente Specific Plan to ensure consistency with the General Plan.

- 2.5.m. Designate the Triangular Marsh site on Paradise Drive (*Figure 9*) as a permanent open space consistent with the land use preference expressed in the Town Survey.

Designate this site as a potential Habitat Restoration Area.

The alternative use of the site is Open Residential. Any development on the site shall preserve a 100 foot buffer adjoining wetlands, limited to one story with a low profile, and be sited to preserve open vistas of the Bay.

This site is underlain by Bay Mud.

2.6 COMMUNITY CHARACTER AND DESIGN

"Small-town character" and "single family residential character" are the most often-heard summations of the Town's attributes. Corte Madera's development policies have encouraged small scale.

The Zoning Ordinance limits height in commercial districts to 35 feet (although variances were granted for the shopping centers) and the 1978 General Plan prescribed a maximum of 15,000 square feet of floor area per acre of site area. With few sites available for retailing and offices, the Town can expect constant pressure to allow more intensive development. It will be argued that the freeway frontage is not visually part of the "small town," that the shopping centers have changed the scale, and that several properties are developed with a higher ratio of floor area to site area.

General Plan policies retain height, open space, and landscape standards, while retaining the possibility of a higher ratio of floor area to site area along some portions of the freeway, provided traffic impact would not be increased.

Guiding Policies: Community Character and Design

2.6.a. Preserve and enhance Corte Madera's small-town character.

2.6.b. Promote a greater sense of unity between east and west Corte Madera.

2.6.c. Preserve views of ridges, wooded areas, wetlands, and open water in accord with guidelines to be prepared that balance view preservation against development opportunities.

The Town's site is its most precious asset. The first question to be asked of any development proposal is whether it enhances, diminishes, or does not affect the essential qualities of the Town's natural setting.

2.6.d. Strengthen the landscape character of flatland urban areas.

2.6.e. Control development through the Design Review process along the Highway 101 frontage to preserve and improve its high quality, primarily low-scale character, interspersed by views of wetlands.

Implementing Policies: Community Character and Design

2.6.f. Continue Design Review by the Planning Commission and Zoning Administrator as prescribed in the Zoning Ordinance. Review guidelines in the Ordinance for consistency with General Plan policies.

2.6.g. Conduct a study of views and amend the Zoning Ordinance to establish policy guidelines for additions to single family houses. The regulations will encourage horizontal expansion rather than additional stories. Criteria for balancing effects of additions on views, solar access, privacy, and neighborhood scale and character will be needed.

2.6.h. Revise the Town's tree ordinance to cover all aspects of tree management

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and Town forestry in which there is a substantial public interest.

Topics to be included are protection and planting requirements, appropriate species, maintenance, replacement, and shaping or removal to create or preserve views.

2.6.i. Prepare and implement strategies for revegetating graded or eroded slopes.

Where the problem exists on a single private parcel, the responsibility is clear. However, in east Corte Madera where the visual problem is most apparent, much of the barren area is street right-of-way, or is owned by The Nature Conservancy, the Town of Tiburon, the Marin County Open Space District, or the Marin Municipal Water District. Open space within the Madera del Presidio project site will be restored as a condition of project approval.

2.6.j. Use landscaping to establish a design character in the commercial services area along San Clemente Drive, and Paradise Drive west of El Camino Drive that is clearly differentiated from a typical highway strip.

The Paradise/San Clemente Specific Plan, adopted in 1979, relies mainly on conditions of development approval to obtain landscape improvements.

2.6.k. Prepare and implement a Townwide streetscape plan.

Most subdivisions of the '50s and '60s have sparse street trees. Preparation of the streetscape plan will require block by block consultation with residents to determine their wishes. The streetscape plan will incorporate, when possible, the undergrounding of utilities, as specified in Policy 2.9.e.

2.6.l. Work with Caltrans to make the new Nellen Avenue Interchange an identifiable north entry to Corte Madera.

Most nonresidents form their impression of the Town from the freeway. In comparison with freeway frontage in Mill Valley and San Rafael, the foreground views are pleasant, and the south entry to the Town through open space lands provides a clear gateway. In contrast, southbound travelers experience little sense of arrival in Corte Madera until the regional shopping centers loom ahead. The new Nellen Interchange to be built in conjunction with a new Greenbrae Interchange could strengthen the north entry to Town through design of ramps, landscaping, and signs.

2.6.m. Urge Caltrans to prepare and implement a plan for improved landscaping adjoining the freeway on the Alto Hill grade.

Raw cut slopes and skimpy planting at some locations give Corte Madera's south entrance an unkempt look. Lush planting would be inappropriate, but even where there is little soil, native plants could create a restored landscape.

2.6.n. Modify standards for ratio of floor area to site area on freeway frontage sites and along Paradise Drive west of San Clemente Drive, provided potential traffic impacts would not exceed the traffic volume that would be generated by an office building having a gross floor area equal to 34 percent of its site area.

Along the freeway, little visible open space is required by the Zoning

Ordinance, and the 15,000 square feet of floor area per acre maximum specified in the 1978 General Plan is exceeded on a number of sites. A case can be made that more floor area for uses of less than maximum permitted intensity would not necessarily change the scale or harm the appearance.

- 2.6.o. Regulate intensity of site development for commercial, office and industrial uses by limiting the amount of floor area that can be built on each site to 34 percent of the usable site area, exclusive of the floor area devoted to required parking.
- 2.6.p. Eliminate from calculation of usable site area all waterbodies, wetlands, and required buffers adjoining wetlands.
- 2.6.q. Reduce disincentives for parking structures, provided the structures are found to be compatible in design and scale with the surrounding area.

Properly designed parking structures are less in conflict with small-town character than large parking lots. The intensity standard specified for commercial land use classifications in Section 2.1 allows required parking to be in a structure without reducing the amount of office, retail, or service floor area that can be built on a site. Under the 1978 General Plan, structure parking counted against the total allowable floor area.

- 2.6.r. Require development materials and techniques that will result in durable high-quality structures and landscaping.
- 2.6.s. Review the Town's sign regulations and revise as necessary to ensure that signage throughout the Town is compatible with adjoining uses and reflective of Corte Madera's small town character.
- 2.6.t. All development proposed for ridglands/hillside areas shall respect the natural configuration of the land in its design.

2.7 SCHOOLS

Corte Madera includes portions of two elementary school districts: Larkspur and Reed Union. Larkspur School District operates the Neil Cummins School (grades K-5) and Hall Middle School (grades 6-8) in Larkspur and owns the closed San Clemente School in Corte Madera. Students living in the Reed Union School District attend school in Tiburon, but the district retains ownership of the closed Granada School in Corte Madera. Through a joint Larkspur-Reed Union School District agreement, students in east Corte Madera, south of Paradise Drive, may be granted permission to attend Larkspur School District schools. Corte Madera high school students attend Redwood High School in Larkspur.

Future enrollment is not expected to create capacity problems. In fact, due to the relatively low density of students, many live beyond walking distances to their schools. In 1989, children living east of the Highway 101 were bused to Neil Cummins School under contract with Golden Gate Transit.

District boundaries and facilities are shown on *Figure 6, Schools and Parks*.

Building space in closed elementary schools is leased to educational and other tenants. The Town of Corte Madera requires all users to obtain a conditional use permit.

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Guiding Policies: Schools

- 2.7.a. Continue to inform the school districts of policies that may affect educational services and facilities.
- 2.7.b. Consider impacts of proposed projects on school enrollment and facilities when acting on development applications.
- 2.7.c. Cooperate with school districts in planning for parks and recreation facilities to maximize community recreation opportunities.
- 2.7.d. Support efforts to see that school attendance boundaries conform to established neighborhood areas wherever possible in order to reduce busing.
- 2.7.e. Support and encourage the present cooperative program which allows east Corte Madera students living in the Reed Union School District to attend schools in the Larkspur School District.
- 2.7.f. On sites no longer in use as public schools, plan for uses compatible with surrounding neighborhoods and consistent with General Plan guiding policies.

Implementing Policies: Schools

- 2.7.g. Encourage school districts to base their planning on General Plan land use policies.

Plan policies should assist the districts by providing information to be used in enrollment projections.

- 2.7.h. Consider the cumulative impacts of all activities on Granada School site when applications for use permits are evaluated.

Criteria for review should include low traffic generation, compatibility with uses on the site and in the neighborhood, on-site parking, minimal noise, and weekend and evening activity.

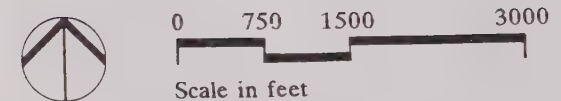
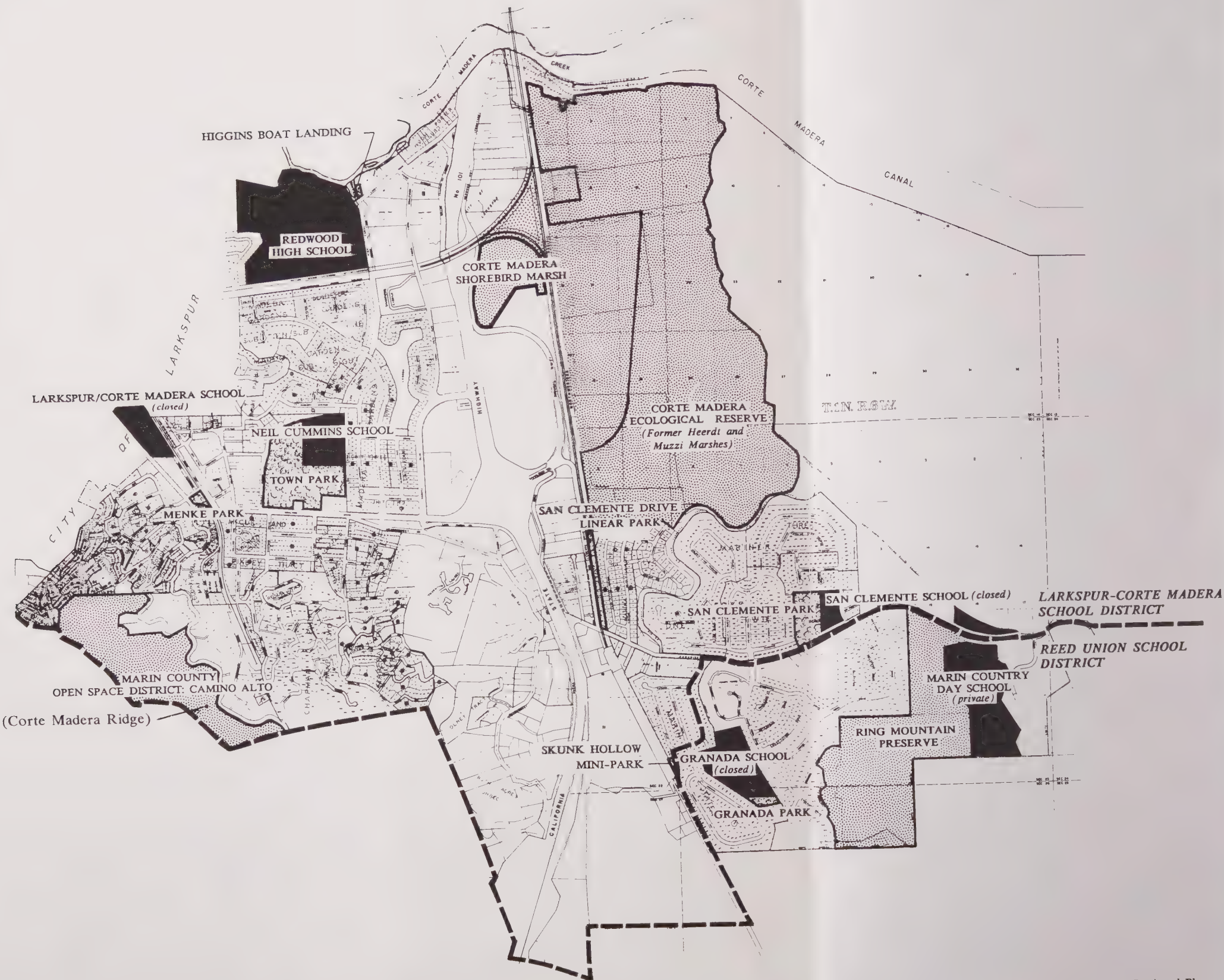
- 2.7.i. Prepare a Surplus School Site Re-Use Plan addressing future use of public school sites in the event of disposition.

State law requires school districts to give park agencies, other public agencies, and non-profit housing providers first right of refusal to purchase surplus sites. A district must make 25 percent of its surplus holdings available to park agencies for park use consistent with their plans at 25 percent below market value.

- 2.7.j. In the event the Granada School is declared surplus, the Town should endeavor to acquire and develop it for public use.

The Town Survey found strong majority support for a privately funded nature center/museum on the Granada School site and majority support for senior housing or single family housing.

Note: Adopted policy statements are printed in roman typeset. Explanatory material is italicized and is not adopted policy.



Note: For open space areas, refer to Figure 8.

Figure 6
Schools and Parks

- 2.7.k. Work with the Larkspur School District to improve pedestrian and vehicular access to Neil Cummins School.

2.8 PARKS, RECREATION, AND TRAILS SYSTEM

Corte Madera's location within short driving, cycling, and walking distance of many of Marin County's open space lands provides Town residents with a wealth of recreational opportunities. This abundance of regional parklands is complemented by local parks serving Corte Madera's neighborhoods. Rather than proposing new parks, planning for parks and recreation adopts a new focus that emphasizes maintenance and development of existing programs and facilities, and the establishment of a Townwide trails system.

In addition to land-based activity, opportunities exist to provide water-oriented recreation. Locations which offer water-based activity might include the East Side Fire Station, at the end of Channel Drive, the Town easement off Golden Hind across the street from San Clemente School leading to San Quentin Bay, and along the Town's various dikes and drainage canals. Additional opportunities may exist in conjunction with construction of a tidal protection project.

State law requires that the General Plan establish policies for four types of open space land. These are discussed in *Section 3.1*. This section, *Section 2.8*, establishes policies for park and recreational use of open space land. Policies for natural resources and public safety uses are included in the *Open Space and Conservation Element* and the *Safety Element*.

Inventory: Parks and Recreation

The Town's parks inventory is comprised generally of small facilities (less than one acre) and includes a public boating dock and small neighborhood sites, some with play equipment. The notable exception is Town Park, the community's centerpiece with twenty-two acres and a downtown location. Acquired in 1939, Town Park was the subject of a development plan in 1955 which proposed a wide range of recreation facilities. Some of these, such as a swimming pool, were never constructed. A phased renovation and redesign program began in 1978.

East Corte Madera, which has suffered from a lack of public parks in the past, is served by several new parks: San Clemente Park now being developed on eight acres of the former San Clemente School site, and a proposed San Clemente Drive Linear Park (2.75 acres), now providing a path located on the abandoned Northwestern Pacific Railroad Right-of-Way. The locations of all Town parks are shown on *Figure 6*.

Planning: Parks and Recreation

The factors used to determine the adequacy of parks and recreational facilities are: acreage of park land in proportion to the population, distance required to travel to parks, types of recreation facilities provided, and level of maintenance.

Corte Madera's parks total 35.1 acres or 4.07 acres per 1,000 residents in 1989. This ratio comes very close to meeting the desired service level of 5 acres of local park per 1,000 residents which was adopted as part of the *1978 General Plan*. This ratio exceeds the National Recreation Association standard (1961) of

2.5 acres/1,000 residents and, more significantly, also surpasses the standard of 4.0 acres/1,000 residents established in Section 17.30.020 of Chapter 17.30, Dedication of Lands for Parks, of the Corte Madera Municipal Code.

Regarding distance required to travel to parks, residents of the Town living east of Highway 101 typically had to travel the greatest distance to reach a local park. The construction of San Clemente Park on Paradise Drive and San Clemente Drive Linear Park means that neighborhoods east of Highway 101 are within easy walking or bicycling distance of recreational facilities. While residents who live near Redwood High School or on Meadowsweet Ridge are not within one half-mile of a Corte Madera park, the opportunities for recreation are available on Town trails, the Higgins Boat Landing, and (within one-half mile) in Larkspur at Redwood High School, the Community Fields, and Piper Park.

Acreages and the Parks and Recreation Commission's planning goals for existing and proposed parks are shown in *Table 2*.

TABLE 2
PARKS INVENTORY

Name	Acres	Parks and Recreation Commission Goals
Town Park	22.0	Complete Phase III enlarge Recreation Center building.
Menke Park	1.0	Integrate with Village Square planning and bike path.
Higgins Boat Landing	0.1	Complete development.
San Clemente Park	8.5	Complete development.
Granada Park	0.5	Consider enlarging if school site sold.
Skunk Hollow Mini-Park	0.25	Improve facilities.
San Clemente Drive Linear Park	2.75	Complete development.
Total (1989)	35.1	
Acreage to Population Ratio (1989)		4.07/1,000 residents
Acreage to Population Ratio (Build-out)		3.88/1000 residents ^a

^aDoes not include acreage of planned trails in former railroad right-of-way.

Trails System

Figure 7, Trails System, illustrates the proposed trails system. Existing and proposed trails and crossings are shown. The purposes of a trails system are threefold. First, a trails system allows non-automotive, environmentally-sound circulation. Children are able to use their bikes to move around Town without having to ride far on streets. Second, trails provide access to local recreational facilities. In many cases, trails are located in or adjacent to existing parks. Finally, a trails system provides access to regional recreational opportunities and links with neighboring communities by connecting with their trails. The proposed pedestrian/bicycle path on the abandoned Northwestern Pacific Right-of-Way that crosses Village Square into Larkspur is an example.

The trails system is composed of paved pedestrian/bicycle paths, unpaved hiking trails, and crossings. Paved paths are located on abandoned railroad rights-of-way, on streets, in Town Park, and alongside High Canal. The narrow paths and steps in the hillside neighborhoods are part of the paved trails network. Unpaved paths are mostly hiking trails that cross public open space lands. Some of the unpaved trails may accommodate equestrian and bicycle use. Additional components are over- and undercrossings of U.S. 101, the proposed pedestrian bridge over High Canal and trailheads (staging areas).

Tables 3 and 4 describe the sections and crossing of the trails system shown in *Figure 7*.

Guiding Policies: Parks, Recreation, and Trails System

- 2.8.a. Emphasize maintenance and renovation of existing parks, development and expansion of recreation programs, and the implementation of a comprehensive pedestrian/bicycle trails system.

A diversified recreation program will provide balance to the traditional local parks.

- 2.8.b. Identify the recreation needs of special user groups, such as the disabled and elderly, and address these in park and recreation facility development.
- 2.8.c. Plan park and recreation facilities in cooperation with concerned public and private agencies and organizations, particularly the Parks Commission, school districts, and neighborhood residents.
- 2.8.d. Complete, maintain, and rehabilitate existing parks and recreational facilities.

Implementing Policies: Parks, Recreation, and Trails System

- 2.8.e. Strive to acquire and develop five or more acres of park land per 1,000 residents.

The General Plan Diagram designates 3.88 acres per 1,000 residents, but the policy retains the higher standard from the 1978 General Plan in the event that additional land, such as the Granada School site, becomes available.

TABLE 3
TRAILS SYSTEM

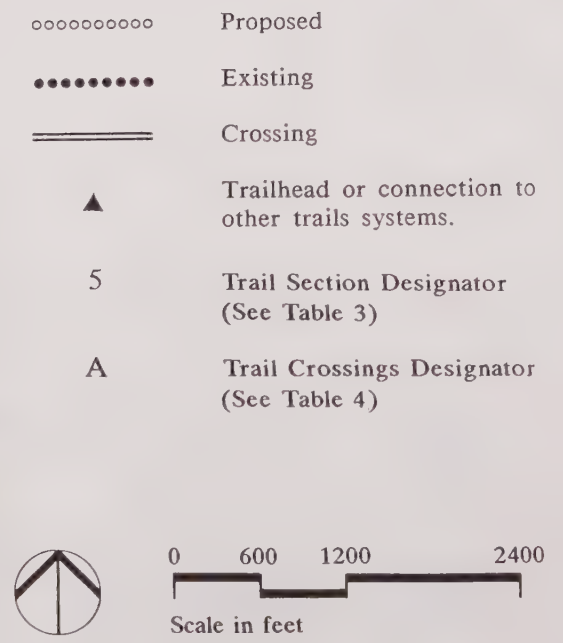
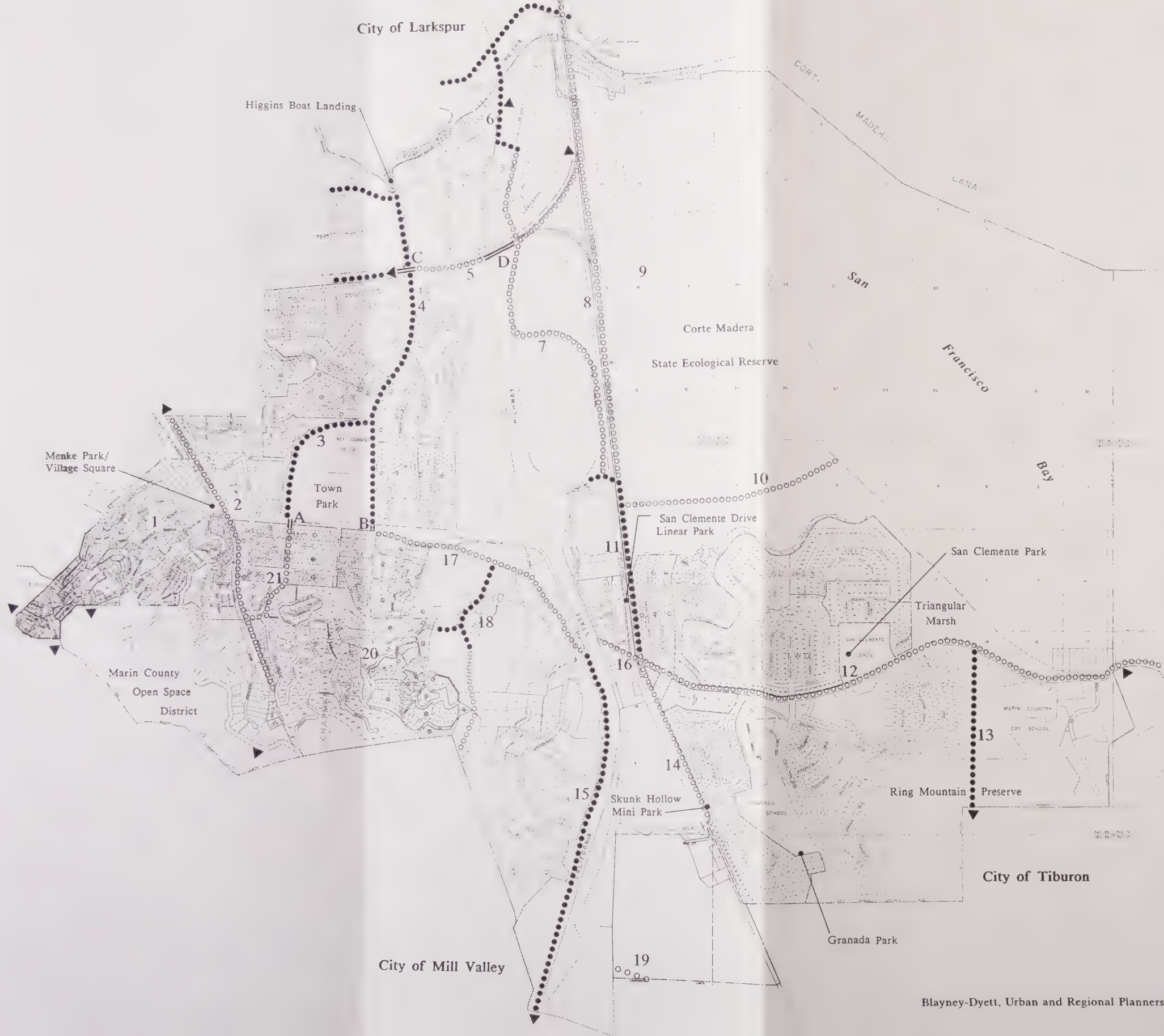
Section	Location	Type	Status	Ownership	Consistency	Comments	Implementation Recommendation
1	Christmas Tree Hill	Paved (some wooden) paths and steps	Existing	Public	--	Access to Marin County Open Space District (MCOSD) trailheads.	Maintain and rehabilitate; Access signs needed.
2	Northwestern Pacific right-of-way between Tunnel Lane and Town limit near Palm Avenue.	Paved pedestrian/bicycle path	Proposed	Public	County Trails Element	Integrate planning with Village Square design. Coordinate with City of Larkspur trails.	Construct.
3	Town Park	Paved paths	Existing	Public	County Trails Element	Provide safe crossings of Tamalpais Drive at Chapman and Meadowsweet drives.	Maintain.
4	High Canal from Town Park (Tamalpais Drive) to Lucky Drive.	Dirt and Paved	Proposed	Public	County Trails Element	Intersects with east-west path on railroad right-of-way; access to Higgins Boat Landing on Lucky Drive.	Build canal overcrossing. Construct path after determining appropriate location. (East or West Levee, etc.)
5	Northwestern Pacific right-of-way between High Canal and Corte Madera State Ecological Reserve.	Gravel path	Proposed	Private	County Trails Element	Coordinate with Tamal Vista West and rebuilding of U.S. 101/Nellen Avenue Interchange. Requires overcrossing of High Canal to link with City of Larkspur trail.	Work with developer and CalTrans to integrate path into proposed projects. Construct.
6	Nellen Avenue	Paved path	Existing	Public	County Trails Element, Bay Trail	Link with Bay Trail, City of Larkspur trail.	Maintain.
7	Redwood Highway	Paved pedestrian/bicycle path	Existing	Public	County Trails Element, Bay Trail	Link with east-west and north-south trails on railroad right-of-way.	Maintain.
8	Northwestern Pacific right-of-way between Tamalpais Drive and Town limit at Industrial Way.	Dirt path	Proposed	Public	County Trails Element	Adjacent to environmentally-sensitive area. Reserve for possible future transit corridor.	Maintain.
9	GGBHTD site adjacent to Corte Madera State Ecological Reserve.	Delete all paths including "Point Access" trail to S.F. Bay.	Proposed in County Trails Element	Public	County Trails Element	Environmentally-sensitive area. General Plan calls for restoring marshland.	Delete as option from County Trails Element and restore marshland. Limit public access to path on railroad right-of-way.
10	On sedimentation basin dike at edge of Corte Madera State Ecological Reserve.	Dirt path	Right-of-way secured	Public	County Trails Element	Link with Bay Trail.	Ensure habitat protection, where appropriate.
11	Tamalpais Drive to San Clemente Drive	Paved pedestrian/bicycle path	Existing	Public	County Trails Element, Bay Trail	Within San Clemente Drive Linear Park.	Maintain.

TABLE 3
TRAILS SYSTEM - Continued

Section	Location	Type	Status	Ownership	Consistency	Comments	Implementation Recommendation
12	Paradise Drive between San Clemente and Town limit near Robin Drive.	Paved pedestrian/bicycle path	Proposed	Public	Bay Trail	Spine trail proposed as part of Bay Trail. Integrate with San Clemente Drive Linear Park; access to Ring Mountain trails and Triangular Marsh.	Construct without loss of wetlands in Triangular Marsh.
13	Ring Mountain Preserve	Hiking Trail	Existing	Private non-profit	County Trails Element	Link to Bay Trail and Town of Tiburon trails.	Maintain.
14	Former Northwestern Pacific right-of-way	Paved pedestrian/bicycle path	Proposed	Private	County Trails Element	Link to San Clemente Drive Linear Park	Work with developer to secure easement. Construct.
15	Casa Buena Drive	Bicycle route	Existing	Public	County Trails Element	Connection to bike path in Mill Valley.	Evaluate safety and signs.
16	Paradise Drive	Paved pedestrian/bicycle path	Proposed	Public	County Trails Element	East-west connection. Link to Bay Trail. Several alternative overcrossings to be studied.	Construct.
17	Meadowstreet Drive between Deer Run and Tamalpais Drive	Striped bicycle lane	Proposed	Public	--	Connect with Casa Buena Drive.	Stripe road.
18	Quarry Meadows	Hiking trail	Existing, Proposed	Private	County Trails Element	Connection to MCOSD, equestrian/hiking trail.	Complete.
19	Madera del Presidio	Hiking trail	Proposed	Private	County Trails Element	Connects MCOSD land with Ring Mountain Preserve trails.	Work with developer to secure easement. Construct.
20	Chapman Hill	Paved paths and steps	Existing	Public	--	Access to MCOSD trailheads.	Maintain and rehabilitate; access sign needed.
21	Chapman Drive between Willow and Tamalpais	Bicycle route	Proposed	Public	--	Connection between Corte Madera-Larkspur	Post signs.

TABLE 4
TRAIL CROSSINGS

Crossing	Location	Type	Status	Corresponding Trail Section	Comments
A	Chapman Drive at Tamalpais Drive	Crosswalk	Existing	21	Monitor safety. Improve if necessary.
B	Tamalpais Drive at Meadowstreet Drive	Double crosswalk	Existing	17	Monitor safety. Improve if necessary.
C	High Canal	Pedestrian bridge	Proposed	5	Overcrossing for paved east-west path. Evaluate potential environmental impacts on Redwood High School Marsh before construction.
D	Nellen Avenue Interchange	Undercrossing	Proposed	5	Integrate undercrossing with interchange rebuilding.



**Figure 7
Trails System**

- 2.8.f. Implement the trails system illustrated in *Figure 7* and described in *Tables 3 and 4*. Major features of the system are:

A pedestrian/bicycle path along the abandoned Northwestern Pacific Right-of-Way, both east and west of U.S. 101.

Hiking trails that provide links to established trails on Marin County Open Space District lands.

A pedestrian/bicycle path along portions of Paradise Drive and the Old Redwood Highway as part of the Bay Trail.

A pedestrian/bicycle overcrossing of U.S. 101 between the Regional Shopping Centers.

Adoption of the *Trails Element* of the *Marin Countywide Plan* with deletion of proposed paved paths through the Corte Madera State Ecological Reserve.

Implementation of a comprehensive trails system will require cooperation with property owners, adjoining cities, Caltrans, Marin County Planning Department, and the Marin County Open Space District. Trails plans adopted by all southern Marin agencies should be consistent.

- 2.8.g. Map the Christmas Tree Hill path system and develop an inventory of condition and ownership of the paths.
- 2.8.h. Consider enhancing the Recreation Department programs further to meet the needs of teens, the elderly, and disabled persons.
- 2.8.i. Consider developing an "adopt-a-park" program.

Evaluate maintenance requirements of parks and trails and determine if voluntarism and other approaches should be developed.

2.9 PUBLIC UTILITIES

When working properly, public utilities are commonly taken for granted and are "invisible" to most citizens. Like Town streets, the water, garbage and sewer systems allow Corte Madera to function and develop. Only during unusual or emergency situations, such as a water shortage, do we consider the importance of public utilities in maintaining the quality of daily life.

Build-out in accord with the General Plan will not require a significant expansion of infrastructure or increase in public utilities services.

Flood control facilities are discussed in the Safety Element.

Water Supply

Corte Madera is supplied with water by the Marin Municipal Water District (MMWD). The District serves 167,000 people in southern and central Marin County and is able to deliver 30,000 acre-feet of water annually at a "safe" level, that is, without water reductions even during a dry period. Except for a pipe-

line to the Russian River which supplies 4,300 acre-feet, MMWD lacks outside water sources and must rely on rainfall. Despite conservation programs and decreases in per capita water consumption since 1970, population increases have raised annual demand to 35,000 acre-feet. As a result, MMWD imposed a ban (moratorium) on new water hookups in early 1989. Cities continue to issue building permits to applicants whose projects are placed on a water hookup waiting list by the District. As water becomes available through new sources or forfeiture, connections are granted on a first-come, first-served basis.

The MMWD Board of Directors has determined that a new supply of water (approximately 10,000 acre-feet) will need to be secured, in order to supply existing users.

Solid Waste

Corte Madera's solid waste is collected by the Mill Valley Refuse Service (MVRS) under private contract and hauled to the Redwood Sanitary Landfill near Novato. The estimated remaining life of Redwood Sanitary Landfill is 20 years. The Town's original ten-year contract with MVRS was renewed in 1975. The current franchise expires at the end of 1999.

The Marin County Final Waste Management Plan 1985-2005 reports that a replacement site will need to be located in Marin County before Redwood Sanitary Landfill reaches capacity in 2010.

Recycling

Curbside pickup of household recyclable waste (cans, bottles, and newspapers) is provided to Mill Valley Refuse Service customers by Marin Recycling of San Rafael. The *Final Solid Waste Management Plan 1985-2000* reports that there is participation by approximately 50 percent of the single-family households and between 50 percent and 90 percent for multi-family dwellings. Other recycled materials are yard wastes and wood wastes. These are collected separately by Mill Valley Refuse Service.

The *Final Solid Waste Management Plan, 1985-2005*, has established a total recovery rate of 47 percent as its recycling goal by the year 2005. Specific recovery rate goals have been established for the different types of recyclable materials.

Hazardous Waste

Hazardous (toxic) waste issues are addressed in two sections of the General Plan. This section establishes policies for the disposal of hazardous waste. *Section 6.6, Hazardous Materials*, is concerned with the emergency response to a hazardous materials spill or release. This division reflects the fact that, in California, responsibility for hazardous materials and waste management is shared by State, county and city agencies.

Hazardous waste is a by-product of the use of hazardous materials. Hazardous materials, largely synthesized chemicals, are ubiquitous. Painting a house, refinishing floors, or changing the oil in the car are common household activities that can generate hazardous waste. Residents face disposal problems for motor oil, lead-based paints, aerosol cans, and other toxic garbage. It is estimated that Marin residents generate up to 400 tons of toxic waste per year.

Because it has no large industrial producers of hazardous waste, Corte Madera's hazardous waste management is concerned with small quantities. These can be produced by gas stations, auto dealerships, medical laboratories, print shops and Town government itself. The Federal Resource Conservation and Recovery Act of 1976 (PL 94-580) and the Hazardous and Solid Waste Amendments of 1984 (PL 98-616) establish regulatory authority over small quantity generators, defined as any business or organization producing less than 1,000 kilograms (about 2,200 pounds, or 275 gallons) but more than 100 kilograms (220 pounds, or 27.5 gallons) of hazardous waste per month.

Marin County has adopted a *Draft Hazardous Waste Management Plan* (approved by the California Waste Management Board in November 1987) in accordance with State requirements (AB 2948). In January 1989, the County submitted the Plan to the State Department of Health Services for approval. The Plan establishes goals, programs and criteria for managing hazardous wastes and siting hazardous waste treatment facilities. No hazardous waste treatment facilities are proposed for Corte Madera. The Marin County Health and Human Services Department is the administering agency for the "right-to-know" program which requires businesses using hazardous materials to report quantities and types of materials. The State will render its opinion on the County Plan by February 1990, after which, if approved, Corte Madera must do one of the following:

- adopt a Town hazardous waste management plan that is consistent with the State-approved County Plan, or
- incorporate the applicable portions of the State-approved County Plan by reference into the Town's General Plan, or
- enact an ordinance that requires all applicable zoning, subdivision, conditional use permit, and variance decisions to be consistent with the State-approved County Plan.

Wastewater Collection and Treatment

Corte Madera's wastewater collection and treatment is provided by Sanitary District #2, which serves 4.5 square miles including the Town, the Greenbrae Boardwalk, and small portions of the City of Larkspur and the Town of Tiburon. The District operates a sewage collection system comprised of fifteen pump stations. Upgrading the system's pumping capacity and ongoing maintenance of all sewer lines are District priorities.

Sanitary District #2 is a member of the Central Marin Sanitation Agency (CMSA) whose member agencies (Sanitary District #1, Sanitary District #2, City of Larkspur, and the San Rafael Sanitation District) joined together in 1979 to oversee the planning, construction and operation of a wastewater treatment plant in central Marin. The CMSA plant on the north side of Point San Quentin was completed in 1985. Its dry weather capacity is ten million gallons per day. In 1988, dry weather flows were 7.9 million gallons per day. The plant is expected to reach capacity in the year 2001.

Guiding Policies: Public Utilities

2.9.a Affirm the central importance of water, waste disposal, and the sewer

systems in ensuring a high standard with regard to the quality of life in Corte Madera.

2.9.b. Promote conservation of public utilities resources.

2.9.c. Cooperate with public utilities providers in maintaining, evaluating, and upgrading utility systems.

2.9.d. Evaluate development proposals in relation to the demand placed on public utilities resources.

2.9.e. Promote undergrounding of utilities.

Implementing Policies: Public Utilities

2.9.f. Adopt the policies of the *Marin Countywide Plan, Community Facilities Element*.

2.9.g. Maintain strong liaison with the Marin Municipal Water District .

2.9.h. Encourage the Marin Municipal Water District to maintain sufficient water storage reserve for existing users to safeguard against potential droughts in the future.

2.9.i. Require development proposals to incorporate water conserving landscape designs.

The Planning Commission and the Building Department can review projects on the basis of water conservation.

2.9.j. Establish a water conservation landscaping standard for public buildings and new development.

This standard would require the use of drought-tolerant vegetation and limits on amount of that area.

2.9.k. Support Marin Municipal Water District efforts to develop a Lower Ross Valley water reclamation plant.

This plant would process waste water for use in irrigation and some industrial processes.

2.9.l. Through Sanitary District #2 carry out a maintenance and repair program for its leaking pipes.

Pipes with leaks allow infiltration of salt water containing chlorides. This renders the water unsuitable for reclamation.

2.9.m. Develop and implement a program to reduce infiltration into the sanitary sewer system with a goal to reduce wet weather flow by 20 percent.

Such a program would identify and eliminate illegal tie-ins with storm drainages, such as roof gutters, that are illegally connected to the sanitary sewer system.

Note: Adopted policy statements are printed in roman typeset. Explanatory material is italicized and is not adopted policy.

2.9.n. Consider supporting Marin County in its effort to locate a new solid waste landfill within the County.

2.9.o. Consider adopting a Corte Madera recycling ordinance designed to achieve 47 percent recycling of the solid waste stream by 2005.

This ordinance would be in conformance with the Marin County Final Solid Waste Management Plan 1985-2005 goal.

2.9.p. Encourage vigorous recycling efforts, including participating in expanded recycling.

It shall be the goal of the Town of Corte Madera that all residents and businesses shall participate in mandatory recycling.

2.9.q. Conduct public hearings and incorporate by reference applicable provisions of the County's Hazardous Waste Management Plan into the Town's General Plan.

2.9.r. Cooperate with the County to establish disposal options for household hazardous waste that are convenient to consumers.

An example would be regularly scheduled pick up days for household hazardous waste.

2.9.s. Require new development to provide underground utilities. Continue scheduled undergrounding of existing utilities as it becomes financially and technically feasible, and work with public utilities toward reduction of visual impacts of existing and proposed utilities.

3. OPEN SPACE AND CONSERVATION ELEMENT

3.1 ORGANIZATION OF THE ELEMENT

The Open Space and Conservation Element includes four sections, which may be viewed as proceeding from the Bay (starting with *Wetlands and Related Habitat* in *Section 3.2*), upslope to the hillsides (in *Hillsides, Ridgeland, and Related Habitat, Section 3.3*), skyward to *Air Quality (Section 3.4)*, and reaching into the past to inventory *Historic and Archaeological Resources (Section 3.5)*. Each section begins with introductory text which describes the existing setting and issues, and is followed by guiding and implementing policies. Open space is shown on *Figure 8*.

Integration of Open Space and Conservation Elements

The content of the elements as prescribed by State law overlaps. The *Conservation Element* is oriented toward the management of natural resources to prevent waste, destruction, or neglect. The *Open Space Element*, by contrast, emphasizes open space activities as a type of land use. The Town of Corte Madera combined *Open Space and Conservation Element* integrates conservation practices into the designated uses of the four types of open space described below, meeting the requirements for both elements. Water conservation and recycling are considered in *Section 2.9, Public Utilities*.

Required Components

State law requires that four types of open space be considered in the *Open Space Element*. These are:

(1) Open Space for the Preservation of Natural Resources

The value of Town open space for the preservation and restoration of natural resources becomes clear in the wetlands, ridgeland, and related habitat discussions in *Sections 3.2 and 3.3*. These ecosystems function as a result of the unique interactions of both commonplace and rare and endangered plants, animals, and fish. Open space lands are essential for ecologic and other scientific study, providing a living laboratory and storehouse of genetic material.

(2) Open Space for the Managed Production of Resources

Corte Madera has no land designated as open space for the managed production of resources. Although once the site of several quarrying operations, the State Department of Conservation, Mining, and Geology Board does not recognize any Town area as a current mineral resource zone.

(3) Open Space for Outdoor Recreation

Corte Madera residents enjoy the use of open space for outdoor recreation in a number of settings, as described in the *Land Use Element, Section 2.8*.

(4) Open Space for Public Health and Safety

Cities have an obligation to protect the public health and safety. Land that presents natural hazards such as soil instability, flooding, high fire risk, or seismic activity can be deemed unsuitable for development and designated as open space. Land that serves as a buffer between hazardous conditions and developed areas can also be designated as open space. (These concerns are also covered in the *Safety Element*.) In Corte Madera, open space lands for public health and safety include:

Marsh and low-lying lands which serve as a buffer from tidal flooding.

Hillsides and ridgeland which present high fire and slope stability hazards.

In addition, well-vegetated lands such as wooded or marsh areas contribute to the public health by maintaining air and water quality, filtering pollutants, and preserving watershed integrity. The preservation of open space lands also contributes to the public's physical fitness and sense of psychological well-being.

3.2 WETLANDS, UNIQUE MARSHLAND, AND RELATED HABITAT

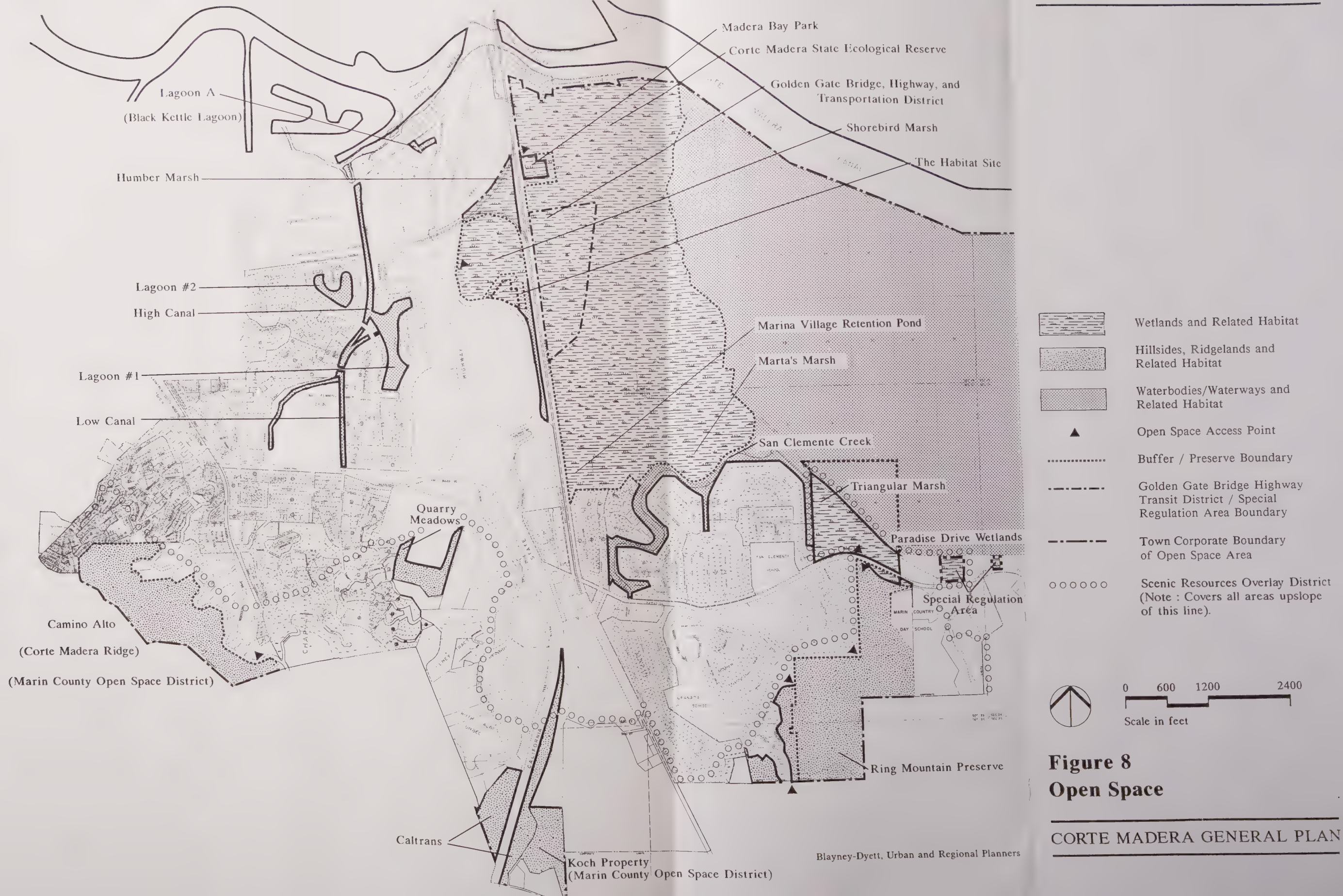
Wetlands provide plant and wildlife habitat aid in water purification by assimilating, waste and trapping and neutralizing pollutants from urban runoff; contribute to groundwater recharge and shoreline protection from wave action; and enhance recreational values as open space and wildlife sanctuaries. The vegetation of estuarine mudflats and adjacent alluvial plains has been recognized as extraordinarily productive, contributing plant material which forms the critical base of watery food chains and more oxygen per acre than any other natural ecosystem. Marshlands may also be useful in flood control, providing a buffer between the Bay and developed portions of Corte Madera, and serving as retention ponding areas for stormwater overflow.

Since 1850, filling and construction along San Francisco Bay have destroyed over 75 percent of the original 300 square miles of marshlands bordering the Bay. As a result, remaining Bay wetlands are highly valued. Most marine life in the Bay either depends directly on the marshes and mudflats for its sustenance or indirectly depends upon them by feeding upon other marine life. Corte Madera is fortunate in containing some of these valued wetlands.

To protect wetlands, buffers are of critical importance. A buffer provides the necessary transitional area between human activities and wildlife, is a valuable habitat in its own right, and also functions as a natural filter for pollutants entering the wetland.

Corte Madera wetlands (including intertidal mudflats, tidal and non-tidal wetlands, and adjacent uplands) are an important part of the San Francisco Bay wetlands system, providing habitat for many birds, including several rare and endangered species. The wetlands habitat in and around Corte Madera has become increasingly regionally important.

The Pacific Flyway is composed of a network of wetlands west of the Rockies, from Alaska to Baja, including both coastal and interior areas. Birds travel from wetland to wetland on their journey to breeding grounds, feeding and storing fat to enable them to complete their journey. The San Francisco Bay is a



terminus for some of these species, and a significant stopping place for others.

Administration and Status of Town Wetlands Sites

Corte Madera State Ecological Reserve: Department of Fish and Game (DFG)

The largest holding of marshlands in Corte Madera is the tidal salt marsh and mudflats which comprise the 200-plus acres of the Corte Madera State Ecological Reserve. The Reserve boundaries run from south of the Greenbrae Boardwalk on Corte Madera Creek, to an offshore line which parallels the coast, to just north of San Clemente Creek. The holding includes almost all of the land east of the railroad right-of-way, excluding 72 acres held by the Golden Gate Bridge, Highway and Transportation District (GGBHTD), and several acres of the square-shaped property known as the "Greene property" or the "Madera Bay Park" site. The Ecological Reserve includes lands previously known as the Heerdt Marsh, the Muzzi Marsh, and Marta's Marsh. Views of the site are available from the levees comprising the railroad right-of-way to the west and bordering a sedimentation basin to the south along San Clemente Creek. Physical access is available through a Department of Fish and Game parking lot to the north of the Madera Bay Park site. The main goal of the DFG is not provision of access, but wetlands preservation.

Potential site changes proposed by the DFG include the creation of mounds and the cutting of channels as habitat improvement.

Golden Gate Bridge, Highway and Transportation District Site (GGBHTD)

The 72-acre site (*Figure 4*) is now (1989) between dredge spoils-dumping episodes, and has become a significant habitat for the local bird population, providing refuge for shorebirds during high tides, and feeding and resting habitat for other marsh dependent species. The site is designated as open space on the Plan, though the District envisions a possible transit-related use. The District may apply for permits to continue dumping dredge spoils, and is not subject to Town regulations.

Should wetlands mitigation sites be needed, this site is a potential Habitat Restoration Area. It should be noted, however, that the already-existent seasonal wetland on much of the site may limit mitigation possibilities to enhancement of the site as seasonal wetland. The Town's policy is to work toward greater cooperation with the Golden Gate Bridge, Highway and Transportation District in planning the future use of this site.

This site is underlain by Bay Mud.

Madera Bay Park Site (Privately Owned)

The Plan designates the site (*Figure 5*) for Open Space -- Wetlands, Unique Marshland, and Related Habitat. The Plan also designates this as a potential Habitat Restoration Area. This site is underlain by Bay Mud and is subject to Tidal flooding.

Habitat Site (Privately Owned)

This filled wetland is designated as "wetlands or related habitat" in the *General Plan Diagram*. This site is underlain by Bay Mud.

Shorebird Marsh (Owned by Town of Corte Madera)

Two parcels of the Shorebird Marsh are still held by private owners, the Habitat site which occupies the southeast corner of the Marsh, and the two linear segments of the Porter/Cooley property surrounding Humber Marsh to the north. The site includes two ponds. A Town Wetlands Advisory Committee oversees the Shorebird Marsh Management Plan. Although it is a functional marsh which works together with the Ecological Reserve habitat to support the bird population, the water management regime is not progressing as planned (1989), causing occasional imbalances in the proportions of salt to fresh water. The Shorebird Marsh functions as a ponding area in the flood control system. A parking pullout provides viewing access for the public, and the view of the marsh environment will improve when vegetation on the contoured site is mature. This site was enhanced as wetlands as mitigation for impacts created by construction of the Village Shopping Center.

Humber Marsh (Owned by Town of Corte Madera)

This triangular segment is part of the Shorebird Marsh system, and is divided from Shorebird Marsh by an elevated, privately-owned former railroad right-of-way, which functions as related upland habitat. The Plan designates the parcel as open space.

Triangular Marsh (Privately Owned)

Triangular Marsh (*Figure 9*) was offered for sale after development projects failed to win approval. As of summer 1989, discussion centers on a possible sale coordinated by the Nature Conservancy, which would place the property in public ownership. Public acquisition would assure that birds and animals living in the Ring Mountain Preserve would have permanent access across Paradise Drive to the coastal habitat.

The site consists of undiked tidal marsh and an area of upland which provides refuge habitat for marsh species and foraging habitat for upland species. Wetland is gradually extending further into the filled upland.

Triangular Marsh is designated as open space in the Plan. Management options for the site range from leaving it in an entirely natural state marked only with an identifying sign to constructing a public educational center.

This site is underlain by Bay Mud.

Ring Mountain Preserve (Owned by the Nature Conservancy)

This land is in a preserve. No changes are anticipated.

Madera del Presidio (Privately Owned)

The approved preliminary plan for the Madera del Presidio project retains as open space the wet meadow in the bowl and the emergent marsh on the site. These areas are designated as open space by the Plan.

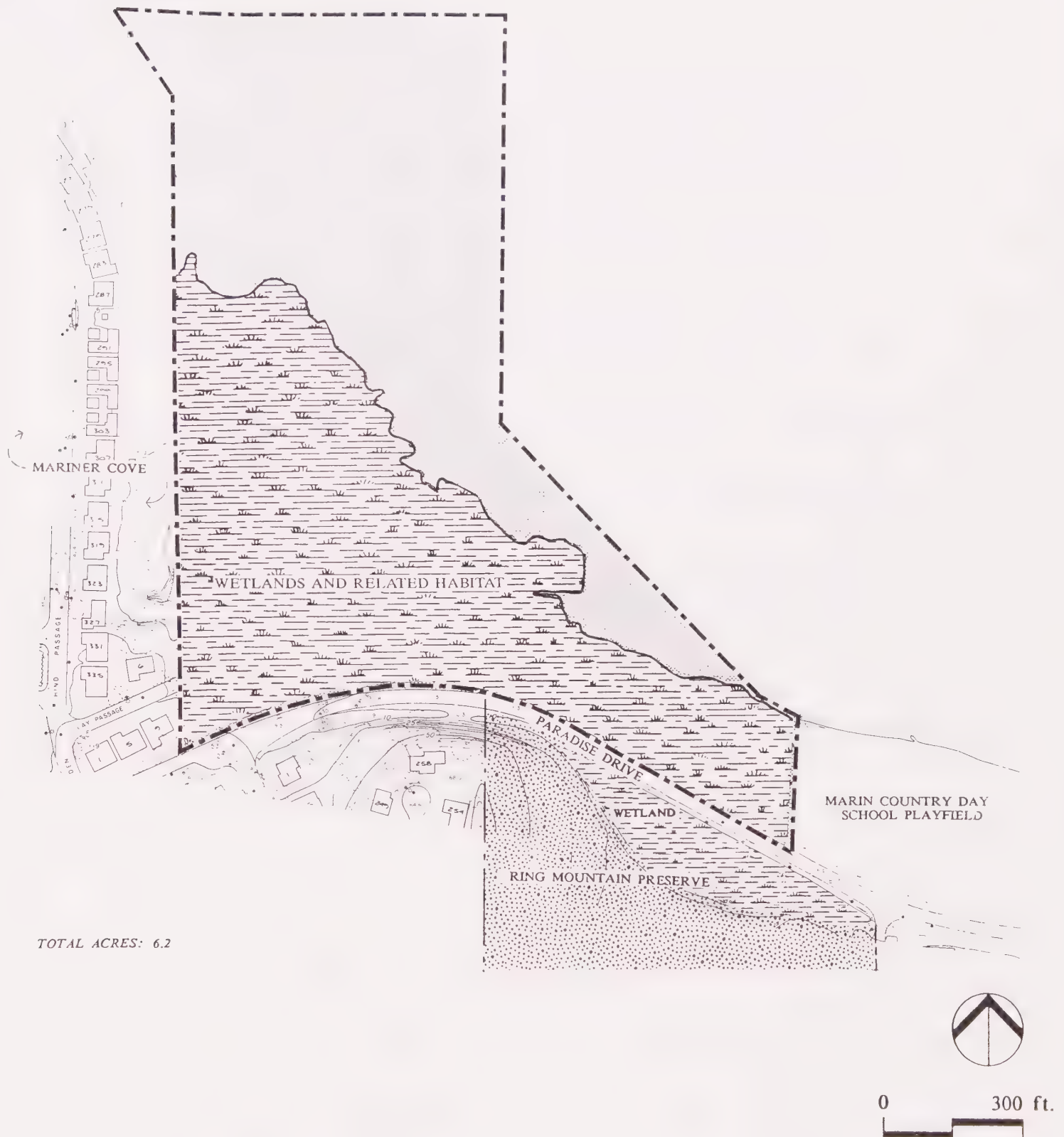


Figure 9
Triangular Marsh

Paradise Drive Wetlands (Privately Owned)

Two small wetlands areas north of Paradise Drive are designated as open space by the Plan, and are subject to regulation through the Baylands Risk Natural Habitat (BRNH) overlay district of the Zoning Ordinance.

San Clemente Creek, Corte Madera Creek, Town Park Wetlands, Other Waterways and Lagoons (Town of Corte Madera, and under jurisdiction of regulating agencies)

Wetlands line these waterways and might provide habitat for rare and endangered species. A tidal protection project as described in Flooding, *Section 6.2*, and EIR *Section 4.1* is under consideration for San Clemente Creek flood control. Any project which modifies tidal flow would impact wetlands.

The Department of Fish and Game is considering reintroducing a steelhead trout and salmon run in the Corte Madera Creek, historically used by both of these species.

Marina Village Retention Pond/Marsh (Owned by California Department of Fish and Game, maintained by the Town of Corte Madera)

Originally designed to act primarily as a stormwater retention pond on a site that was already an existing seasonal wetland, the project included mitigation measures that enhance the habitat values of the site. This pond/marsh collects 80 percent of the runoff from San Clemente/Paradise Drive Commercial areas.

Guiding Policies: Wetlands, Unique Marshland, and Related Habitat

3.2.a. Support efforts to acquire designated wetlands.

These include Triangular Marsh, GGBHTD's 72-acre site, and the Habitat site.

3.2.b. Protect and preserve salt water and fresh water wetlands and related habitats.

3.2.c. Recognize the ecological links between Corte Madera's varied wetlands and protect all types of wetlands and uplands as necessary to preserve the wetland habitat.

Links between wetlands areas include a variety of types of relationships between areas. One important link is the complementarity of the presence of uplands adjacent to wetlands, which provide shelter for creatures who need to leave a marsh during high tides or rough waters. An active example of an upland area which fills this function is the GGBHTD site, which provides shelter for birds using the mudflats and Ecological Reserve. Uplands also provide roosting areas for birds in between feeding periods, such as is provided by the Shorebird Marsh for birds which might feed on the mudflats or in Marta's Marsh, the latter of which fills with tidal flow more slowly than the mudflats, allowing the birds to move from one to the other, with a longer overall feeding period. There are many other examples available in addition to those mentioned here, and the general and ongoing exchange of biotic materials and resources (which might include birds, animals, insects, plant

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stock and water) is a continual source of linkage among Corte Madera wetlands.

3.2.d. Protect and preserve water quality in Corte Madera wetlands.

3.2.e. Recognize the pollution-abating functions of wetlands, and their ongoing contribution to the preservation of air and water quality.

Implementing Policies: Wetlands, Unique Marshland, and Related Habitat

3.2.f. No new construction on wetland will be allowed under the General Plan except for projects found to be necessary for public safety.

3.2.g. Drainageways shall have as their primary function flood control and stormwater runoff.

While drainageways will probably assume increasing habitat value over the years, their habitat value is of secondary importance to their storm drainage function and their needs for regular maintenance.

3.2.h. The Town shall apply for and attempt to obtain an Army Corps of Engineers regional permit for maintenance of all drainageways within the Corps' jurisdiction.

3.2.i. Mitigation for necessary public safety projects impacting wetlands and related habitat shall include no net loss, and replacement shall be of equivalent habitat value, based on a biological evaluation, in close proximity to the impacted wetland and proved to have a long term viability as a wetland habitat.

3.2.j. Designate as potential Habitat Restoration Areas the Madera Bay Park site, the Habitat site, the GGBHTD site, and Triangular Marsh. Encourage the use of these sites as mitigation for projects impacting wetland habitat in Corte Madera or elsewhere.

3.2.k. Support and encourage the preservation of wetlands in the Triangular Marsh, GGBHTD's 72-acre site, and the Habitat site.

3.2.l. Work toward greater cooperation with the Golden Gate Bridge, Highway and Transportation District in planning the future use of the District's 72-acre site.

3.2.m. Discourage physical access where it would negatively impact sensitive species or habitats.

3.2.n. Establish and maintain buffers of at least 100 feet between marshland and adjacent uses where habitat values would be protected and where the buffer would not eliminate all economically viable use of the property.

Larger buffers may be required depending on the nature of the habitat and species of concern. Before urbanization, transition areas existed between Bay wetlands and upland habitats. Buffer zones provide a remnant of this habitat. Buffer size should be established in consultation with interested agencies. Flexibility in buffer standards may be appropriate. Private development of lands traversing valuable habitat is inappropriate.

- 3.2.o. Buffers for drainageways shall be determined at the time development is proposed in consultation with interested agencies.
- 3.2.p. Limit the scale of construction of interpretive centers in sensitive habitat to the sizes appropriate to the site's sensitivity.

As required under the Zoning Ordinance, any development within a special overlay district is subject to design review.

- 3.2.q. Investigate alternative marshland mitigation sites, including the GGBHTD's 72-acre site, the Habitat site, and the Madera Bay Park site. If necessary, mitigate loss of wetlands along San Clemente Creek and Triangular Marsh (due to tidal protection project).

Wetlands mitigation for project impacts in or outside Corte Madera would be through restoration rather than acquisition of tidal salt marsh. Although the unique opportunity exists in Corte Madera to increase the amount of wetlands, the cost will be high, since all potential mitigation sites involve breaching levees and restoring filled lands to tidal action.

Diked areas such as the GGBHTD site may be breached to allow marsh restoration. This would decrease the amount of buffer between the Bay and developed areas, however, leading to a greater flood hazard. In addition, buried petroleum-based products on the site, if not already leached into the Bay or evaporated, could be liberated by breaching the dikes. Such an action should be taken only after careful study. The Habitat site, Madera Bay Park, and the Triangular Marsh would also be potentially suitable for reclamation as wetlands because they are wetlands-related habitat.

- 3.2.r. Restore former marshes where possible and beneficial for habitat.

Opening ponds and managed wetlands to the Bay represents a last substantial opportunity to enlarge the Bay, rather than shrink it. If acquisition efforts for the GGBHTD 72-acre site are successful, tidal wetlands could be restored after careful study.

- 3.2.s. Cooperate with the Regional Water Quality Control Board to implement water quality monitoring.

The Regional Water Quality Control Board (RWQCB) is concerned about the contaminants found in Bay Area urban surface runoff. By 1994, the Agency plans to institute a program requiring all municipalities to monitor water quality and develop storm water control plans. Pilot studies are underway in several locations in Santa Clara and Alameda counties to establish baseline water quality and amounts throughout the heavy discharge period of the storm season. The RWQCB suggests that cities begin the process of public education now, developing community awareness of water quality and flow to facilitate the inevitable implementation of monitoring plans.

- 3.2.t. Regulate development on sites that include wetlands to preserve unique habitat.

The Baylands Risk Natural Habitat (BRNH) overlay district in the Zoning Ordinance requires both study of sites to which it is applied and

recommendations regarding portions that should be preserved.

3.2.u. Establish an effective mitigation monitoring program.

This program would be responsible for tracking and monitoring required mitigations and would maintain a "mitigation bank" of sites, including their size, location, habitat value and estimated cost.

3.3 HILLSIDES, RIDGELANDS, AND RELATED HABITAT

The Town's western reaches are embraced by heavily wooded hills and ravines, while the southern ridges support extensive grassland areas. The ridgeland physically and visually separate the Town from adjoining jurisdictions. Habitats found on the hillsides and ridges include oak-bay woodland, coastal redwood, coastal scrub, coastal terrace prairie, and valley and foothill grassland. Introduced species and associated habitat, such as that surrounding eucalyptus stands, may also be present.

Because of the steep and unstable character of much of the ridgeland area, it has remained sparsely developed, even prior to recent conservation efforts. Habitat inventory usually results from development proposals that require intensive site-study. Unlike the wetlands areas, few recent projects encompassing hillsides and ridgeland have been proposed, and thus few inventories have been made.

The two primary ridges which frame the Town are the Corte Madera Ridge, which runs from northwest to southeast and encompasses various smaller ridges locally known as Meadowsweet Ridge, Chapman Hill, and Christmas Tree Hill, and the Tiburon Peninsula Ridge, which bumps up against the southern end of the Town, culminating in Ring Mountain. Some of these hills support low- or medium-density housing on the gentler slopes, but the ridge areas are generally open space, some of which is privately owned, and some of which is under the jurisdiction of the Marin County Open Space District.

Guiding Policies: Hillsides, Ridgeland, and Related Habitat

- 3.3.a. Retain ridgetops and substantial slope areas where possible in their natural state in order to preserve vegetation, including the special habitats of the redwood and oak-bay woodland, and other significant habitats.
- 3.3.b. Retain ridgetops and substantial slope areas where possible in their natural state to provide vista points, enhance recreation potential, and preserve natural greenbelt separators between communities.

Implementing Policies: Hillsides, Ridgeland, and Related Habitat

- 3.3.c. Where development is planned, restrict construction to sites away from valued hillsides and related habitat.

Hillside habitat includes the vegetative communities mentioned earlier, and associated wildlife. During site analysis, developers and property owners should carefully balance development options with hillside habitat value (significant flora, fauna, and ecosystems) and related constraints (slope stability, hydrology, view preservation).

With the exception of the Madera del Presidio site, the Archdiocese site, the Uplands expansion and some infill sites, no planned development will directly affect the hillsides and related habitat in the Town. The Madera del Presidio approved Preliminary Plan shows that the hilly portions of the site, which contain oak-bay woodlands, native grasslands, and some scrub, will be disturbed by removal of some trees and construction on grasslands on the lower slopes, and by the imposition of a human landscape onto a relatively undisturbed habitat, with associated wildlife impacts. Major grading will be necessary, with anticipated associated construction impacts.

- 3.3.d. Where development is planned, discourage construction near ridgelines. To protect the view of ridgelines, an open space buffer should be maintained from the crest and profile of a ridge.

Standards established in the Zoning Ordinance (HLC Hillside Land Capacity Overlay District) are designed to protect ridgelines.

Slope angle requirements are discussed in Section 6.3, Geologic and Soils Hazards, and development is prohibited on steep slopes, known landslides, and landslide-prone deposits.

- 3.3.e. In the event that native vegetation is disturbed during construction, revegetate slopes and hillsides with appropriate native grasses, shrubs, and trees.
- 3.3.f. Encourage, cooperate and participate in the preservation of any land, outside Corte Madera's jurisdiction, contiguous to Northridge/Camino Alto (Corte Madera Ridge).

Camino Alto (also known as Corte Madera Ridge) is adjacent to Mill Valley property now being considered for development. Preservation of this land is important for strengthening the greenbelt between Mill Valley and Corte Madera.

3.4 CLIMATE AND AIR QUALITY

Corte Madera experiences both the general Bay Area climate and air quality, and the local variations on these patterns caused by the Town's specific location and topography. The climate is part of the larger Bay Area and California climate, which is generally wet and cool in winter and dry and moderate in summer, with fog or wind. The high-pressure cell which lies over the Pacific Ocean contributes to the drier air in the summer, and its movement to the south during the winter exposes the Bay Area to wet weather.

The Bay Area Air Quality Management District (BAAQMD) is responsible for setting and enforcing regulations to maintain air quality. The BAAQMD maintains and operates a regional air quality monitoring network in order to gauge progress toward attaining federal and state air quality standards. The 1982 Bay Area Air Quality Plan is the region's current blueprint for attaining these standards. Readings are taken regularly of the five major air pollutants for which air quality standards have been set.

The BAAQMD's local air quality monitoring station nearest to Corte Madera is in San Rafael, where carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide,

and total suspended particulates (TSP) are monitored. Concentrations of carbon monoxide (CO), produced as a part of automobile emissions, rise with congestion and with lower traffic speeds. Since carbon monoxide tends to remain in or near the area in which it is produced, CO levels in Corte Madera may be unrelated to CO levels at the monitoring station, which is located in a downtown area of San Rafael.

Regionally, the most severe and complex air quality problem is the relatively high level of ambient ozone experienced during inversions in summer and fall. Ozone is not emitted directly into the atmosphere, but is produced in the atmosphere through a complex series of photochemical reactions involving hydrocarbons, nitrogen oxides and sunlight. No single source accounts for most of the hydrocarbon and nitrogen oxide emissions, and many sources are spread throughout the region.

Particulate matter, one of the five major monitored pollutants, includes a wide range of solid or liquid particles in the atmosphere, including smoke, dust, aerosols, and metallic oxides. Some particulate, such as pollen, is naturally occurring, but in the Bay Area most particulate is caused by combustion, factories, construction, grading and demolition, automobiles, and roads. Like CO, particulate matter tends to stay within a localized area, and the amount measured at the San Rafael station may not be representative of Corte Madera.

Toxic air contaminants (hazardous air pollutants) have received increasing scrutiny in recent years. Hazardous air pollutants may be carcinogenic, can be toxic at very low concentrations, and may be unregulated. Industrial facilities often emit toxic air contaminants, frequently as "fugitive emissions" leaking from valves or pipes. Various common land uses including gas stations, which produce benzene, dry cleaners, which produce perchloroethylene, and hospitals, which produce ethylene oxide, may also contribute toxic air contaminants. Corte Madera has six gas stations, four dry cleaners, and no hospitals. Automobile exhaust also contains toxic pollutants such as benzene, lead, ethylene dibromide, and ethylene dichloride.

In recent years, none of the five air quality standards was exceeded at the San Rafael station. There are no major point sources of air pollution emissions in Corte Madera or on the Marin Peninsula, according to the list published by the Bay Area Air Quality Management District.

Non-point sources of air pollution are more difficult to identify, because their origins are obscured. Traffic along Highway 101, which bisects Corte Madera, may be the largest source of emissions affecting the Town.

Because so much of the Bay Area's air pollution problem is attributable to motor vehicles, improving transportation facilities to reduce vehicle hours of travel will improve air quality. (See *Transportation Element, Section 5.*)

Guiding Policies: Climate and Air Quality

- 3.4.a. Achieve and maintain ambient air quality standards for those pollutants which are produced locally, including carbon monoxide and suspended particulates, to equal or exceed those standards established by the State and Federal Governments.

This policy affects those pollutants over which the Town has the most control.

- 3.4.b. Achieve and maintain standards for CO and particulates throughout Corte Madera, not solely in areas closest to a monitoring station.
- 3.4.c. Support programs to institute rapid transit systems and to reduce dependence on the private automobile.

See policies in Transportation Element Section 5.2, Transit and Transportation Systems Management.

- 3.4.d. Discourage land uses which are potentially polluting in order to contribute to the maintenance of air quality standards.

BAAQMD has ultimate permitting authority for uses which are known to degrade air quality.

Implementing Policies: Climate and Air Quality

- 3.4.e. Work with BAAQMD to maintain air quality standards.
- 3.4.f. Establish air quality standards as a criterion for granting conditional use permits.
- 3.4.g. Make public transportation more attractive to residents and encourage alternative means of transportation through the establishment and maintenance of bike lanes, bike trails, and provision of bike racks at public and commercial locations.

See Transportation Element, Section 5.3 and Land Use Element, Section 2.8.

- 3.4.h. As a function of a comprehensive Town forestry program, select: (a) street trees with low pollen production, to minimize the amount of suspended particulate released into the air, and to minimize detrimental effects on those suffering from allergies; and (b) trees which enhance air quality to the greatest extent.

3.5 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The California Archaeological Inventory (CAI) has identified eight recorded prehistoric archaeological sites within the Town of Corte Madera, and two immediately adjacent archaeological sites, possibly within the Ring Mountain Preserve. Local prehistoric site findings include shell midden, bedrock mortar, petroglyphs, and other occupational evidence. There is a high probability of additional and unrecognized prehistoric and historic cultural resources in the unsurveyed portion of Corte Madera, which includes more than 90 percent of the Town.

A CAI records search shows no evidence of historic period sites recorded with the National Register of Historic Places, the California Inventory of Historic Resources, California Historical Landmarks, or the Point of Historical Interest Log. See *Section 2.5* for a discussion of Village Square.

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Guiding Policy: Historic and Archaeological Resources

- 3.5.a. Protect historic sites and archaeological resources for their aesthetic, scientific, educational, and cultural values.

Historic preservation programs have been successful in preserving the small-town character of many California communities.

Implementing Policies: Historic and Archaeological Resources

- 3.5.b. Working in conjunction with the California Archaeological Inventory, review each proposed development project to determine whether the site contains known prehistoric or historic cultural resources and/or to determine their potential for as-yet-undiscovered cultural resources.
- 3.5.c. Require that areas found to contain significant historic or prehistoric archaeological artifacts be examined by a qualified consulting archaeologist or historian for appropriate protection and preservation.

4. HOUSING ELEMENT SUMMARY

California Government Code Sections 65580 through 65589 require the *Housing Element* to contain:

1. An assessment of housing needs, and an inventory of resources and constraints relevant to meeting those needs;
2. A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing; and
3. A program that sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the *Housing Element*.

The complete *Housing Element*, including the data and analysis required by state guidelines as well as program policies, is bound separately. The separately bound *Housing Element* contains extensive data and technical information about housing. All housing policies, however, are incorporated into this General Plan document. This summary includes all Housing Element policies.

Housing Program policies are grouped under seven headings: affordable housing; housing for people with special needs; housing sites; removing constraints to housing production; residential conservation; access to housing, and residential energy conservation.

Corte Madera has space for only 320 additional housing units, including the 151 units in Madera del Presidio. These 320 units represent 10 percent a addition to the Town's present housing stock. About 220 units will be added on six identified sites; the others will be on scattered existing lots or lot divisions. The units on the identified sites are anticipated to be built in the next 5 years. In addition, another 20 units are anticipated to be rehabilitated or conserved (refer to *Table 20, Housing Element*). It is possible that the infill units will be developed over a longer period of time.

All the policies below are included in *Section 6* of the *Housing Element*.

4.1 AFFORDABLE HOUSING

Although the Town's housing prices are lowest among southern Marin County cities, a moderate-income four-person household (120 percent of Marin County median) faces at least a \$100,000 gap in attempting to buy in Corte Madera. (*Table 5*). Unless they have substantial equity elsewhere, households with incomes in the moderate range or below are able to locate in Corte Madera only in apartments, in second units, or in below-market-rate (BMR) housing.

The Town's efforts and county and federal programs have assisted 84 households and have created 26 BMR units (refer to *Section 3.4* of the *Housing Element* for details):

Twenty-four ownership units for low- and moderate-income households have been built as a condition of approval of residential projects. The Marin County Housing Authority administers sales and resales of these units.

Two home purchases have been financed through use of Mortgage Credit Certificates, administered by the Marin County Housing Authority.

Eighteen low- and very-low-income households have a portion of their rent paid under the federal Section 8 certificate program. Another four households receive Section 8 vouchers.

Six households receive assistance from the Town (1/3) and the Buck Trust (2/3) under the Rebate for Renters program.

Thirty low-income households have received below market-rate loans funded by Community Development Block Grant (CDBG) money to rehabilitate their homes. This program is administered by the Marin County CDBG program.

In addition, the Marin County Housing Authority owns 527 units of conventional public housing in Marin City, Mill Valley, San Rafael, San Anselmo, and Novato.

As shown in *Table 14 of the Housing Element*, the Association of Bay Area Governments (ABAG) projects Corte Madera's 1988-95 housing need as: 74 very-low-income units; 66 low-income units; 88 moderate income units; and 210 above-moderate-income units. As of August, 1989, 15 low income units are to be added under the Town's inclusionary program. Since 1988, 60 units have been constructed in Corte Madera. The remaining ABAG need is therefore 378 units. This figure exceeds the estimated buildable capacity by 58 units. ABAG's total of 438 units exceeds the estimated holding capacity of the General Plan by 118 units.

Guiding Policies: Affordable Housing

- 4.1.a. Continue to require inclusion of below-market-rate housing as a condition of approval of residential development projects having 10 or more units.
- 4.1.b. Consider enactment of requirements for non-residential development projects that contribute to housing need to participate in meeting that need on a fair share basis.
- 4.1.c. Continue to ensure that below-market-rate housing provided as a condition of development approval remains affordable over time to the income group for which it is intended.
- 4.1.d. Continue to seek and participate in available federal, state, county, nonprofit, and philanthropic programs suitable for maintaining and increasing the supply of affordable housing in Corte Madera.
- 4.1.e. Continue to review proposals for second units consistent with the Town's standards, and ensure compatibility with the surrounding neighborhoods.
- 4.1.f. Discourage conversion of residential units to commercial uses.

TABLE 5
HOUSING AFFORDABILITY ANALYSIS
HUD and HCD Income Limits, March 1989

Income Category	Annual Income ^a	Maximum Affordable Rent ^b	Maximum Affordable Purchase Price ^c	
			with 10% downpayment	with 20% downpayment
Very Low Income	\$24,750	\$ 620	\$65,000	\$73,100
Lower Income	34,000	850	89,300	100,400
Median Income	44,000	1,100	115,500	130,000
Moderate Income	52,000	1,320	138,600	156,000

Notes: ^aFour-person family.

^b30 percent of monthly income; does not include allowance for utilities.

^cAssumes 30 percent of monthly income spent for housing, 10 percent of which is for insurance and other housing-related costs; 30 year fixed rate mortgage at 11 percent. Does not include allowance for utilities.

Sources: United States Department of Housing and Urban Development; California Department of Housing and Community Development; Blayney-Dyett.

Implementing Policies: Affordable Housing

- 4.1.g. Continue requiring all residential projects of 10 or more units to provide below-market-rate (BMR) units at the rate of 10 percent affordable to moderate-income households for projects with densities of 6 units or less per acre and 15 percent affordable for projects with densities greater than 6 units per acre. One low-income unit may be substituted for two moderate-income units required.

Between 1979 and 1989, 24 BMR units were built and eight more are a condition of approval of Madera del Presidio. Of the 32 units built or planned, at least 15, seven at Meadowcreek Station and eight at Madera del Presidio, will be affordable to low-income households. Another three low-income units, or six moderate, are possible on identified sites.

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- 4.1.h. Below-market-rate (BMR) units shall be at scattered locations throughout a proposed development and be of a design and quality consistent with all other units in the development.

BMR units should be indistinguishable from the market rate units.

- 4.1.i. Continue to negotiate agreements with the Marin County Housing Authority (MCHA) for management of the BMR stock in order to ensure permanent affordability.

The MCHA administers the inclusionary units and conducts a lottery among eligible candidates for both new and resale units.

- 4.1.j. Grant a 25-percent density bonus to any project providing 20-percent low- or moderate-income units or 10-percent very-low-income units or 50 percent low-income senior units.

This is required by Government Code Section 65915.

- 4.1.k. Encourage the use of Buck Trust funds for affordable housing.

The Marin Community Foundation, which administers the Buck Trust funds, in fiscal 1989-1990 has awarded \$3.3 million in grants to affordable housing efforts in Marin County, out of a total of \$17.5 million awarded. Buck Trust monies are currently combined at a 2 to 1 ratio with local monies to fund the Rebate For Marin Renters program.

- 4.1.l. Continue to permit residential uses as conditional uses in commercial zoning districts (light-industrial district excluded).

- 4.1.m. Continue to allow manufactured homes and mobile homes on single-family lots, subject to compliance with the same design standards as site-built homes.

- 4.1.n. Continue to prohibit conversion of rental apartments to condominium ownership (multiple houses) when the vacancy rates for multifamily rental units in the Lower Ross Valley is five percent or less.

Section 18.08.030(5) of the Corte Madera Zoning Ordinance regulates conversion.

4.2 HOUSING FOR PEOPLE WITH SPECIAL NEEDS

The full Housing Element identifies those groups with special housing needs: larger families, female-headed households, the elderly, the disabled, and the homeless. The following policies encourage provision of housing that will meet the needs of these groups.

Guiding Policies: Housing for People with Special Needs

- 4.2.a. Encourage construction of affordable units with three or more bedrooms.

- 4.2.b. Provide incentives for senior housing at locations convenient to services; consider proposals for congregate senior housing.
- 4.2.c. Provide a share of below-market-units for disabled persons and large families.

Implementing Policies: Housing for People with Special Needs

- 4.2.d. Establish standards for inclusionary units for the disabled in residential development projects including 10 or more units.

Recent approvals have included requirements for units for the disabled.

- 4.2.e. Set density for senior housing based on traffic and visual impacts.

The Town's standard requiring 4,000 square feet of site area per unit discourages senior housing, which has smaller units, needs less parking, and generates about half as many peak hour trips as open occupancy housing.

Study the availability of sites and encourage the development of senior housing at appropriate locations.

- 4.2.f. Consider ways to support the housing of homeless persons.

4.3 HOUSING SITES

About 100 of the estimated 320 housing units that can be accommodated by the General Plan will be single-family homes or second units on existing lots. Six larger housing sites remain, as identified in Table 6.

TABLE 6 - HOUSING SITES

Site	Units ¹	Type
Madera del Presidio	151	104 detached, 47 attached, including eight low income
Hidden Valley Ranch	16	Single Family
The Uplands	10	Single Family
Tamal Vista West	3	Single Family
Meadowsweet Dairy	15	Multifamily
Village Square (multiple sites)	25	Multifamily
TOTAL	220	

Notes: ¹All figures represent estimates and do not reflect policy.
Source: Blayney-Dyett.

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4.4 REMOVING CONSTRAINTS TO HOUSING PRODUCTION

The overriding constraint to housing production in Corte Madera is the limited land supply. Village Square and the Meadowsweet Dairy site are the only remaining sites suitable for multifamily housing. These two sites could add 40 housing units under current zoning. The Town has considered proposals to increase density and has reaffirmed the current maximum density of one unit per 4,000 square feet standard for multifamily units based on dissatisfaction with the quality of existing apartment projects at higher density. The maximum density for detached single-family units will be 7,500 square feet per unit.

The only fees within the control of the Town other than utilities and building permit and inspection fees are traffic mitigation and park fees totaling \$1,000 to \$1,500 per unit. These are not believed to be a constraint to housing production.

4.5 RESIDENTIAL AND NEIGHBORHOOD CONSERVATION

See also Section 2.4, Community Character and Urban Design, for relevant policies.

Guiding Policies: Residential and Neighborhood Conservation

- 4.5.a. Maintain Corte Madera's housing stock in sound condition.
- 4.5.b. Preserve and protect historical and architectural resources.
- 4.5.c. Where on-street parking supply is inadequate, consider requests to implement a fair share allocation system.
- 4.5.d. Take action to prevent poorly maintained properties from blighting their surroundings.

Implementing Policies: Residential and Neighborhood Conservation

- 4.5.e. Facilitate low-income homeowners assistance for housing rehabilitation.

Federal Community Development Block Grant (CDBG) funds, administered by Marin County, are available for this purpose. Since the program's inception in 1979, 30 loans have been made in Corte Madera, totalling \$322,000.

- 4.5.f. Review height and bulk regulations and determine whether smaller, older homes will be at risk of demolition as the supply of building sites nears zero. (See Policy 2.3.h.)
- 4.5.g. Consider preparation of an ordinance allocating overnight parking permits, based on a relationship of the number of legal on-street spaces within a defined area to the legal housing units. (See Section 5.3, Parking.)
- 4.5.h. Consider enactment of property maintenance regulations that set reasonable minimum standards necessary to prevent blighting effects and establish a mechanism for enforcement.

Note: Adopted policy statements are printed in roman typeset. Explanatory material is italicized and is not adopted policy.

4.6 ACCESS TO HOUSING

Equal access to housing is protected by state and federal law. Discrimination on the basis of race, ethnic or national origin, religion or marital status is prohibited by the federal Civil Rights Act of 1968 and by Section 53 of the California Unruh Civil Rights Act. The federal Fair Housing Amendments Act of 1988 prohibits discrimination based on handicap and familial status. The Rumford Fair Housing Law (part of the California Fair Employment and Housing Act of 1980) also protects an individual's access to housing.

The California Supreme Court ruled that discrimination against children in housing is prohibited under the Unruh Civil Rights Act in its decision, (*Marina Pt. Ltd. v. Wolfson*, (1982) 30 Cal.3d 721). The Fair Housing Amendments Act also prohibits discrimination against children. Mobile home parks and other developments designed specifically for seniors or handicapped are exempt. Housing Element policies affirm the Town's commitment to supporting these laws.

Guiding Policies: Access to Housing

- 4.6.a. Work to ensure that individuals and families seeking housing in Corte Madera are not discriminated against on the basis of age, sex, family structure, national origin, or other arbitrary factors.
- 4.6.b. Promote equal housing opportunity for all citizens.
- 4.6.c. A diversity of age groups and of social and economic backgrounds among residents should be promoted.

Implementing Policies: Access to Housing

- 4.6.d. Support efforts of organizations dedicated to working toward eliminating discrimination in housing.

Organizations committed to protecting fair access to housing include the Fair Housing Program of the Marin Housing Center, the California Department of Fair Employment and Housing, and the United States Department of Housing and Urban Development.

- 4.6.e. Ensure that adequate provisions are made in new developments for families with children, including provisions for amenities such as tot lots and play yards.

Housing opportunities for families with children should not be limited because necessary facilities are not provided.

4.7 RESIDENTIAL ENERGY CONSERVATION

The following policies are offered in compliance with Government Code Section 65583(7), which requires analysis of opportunities for residential energy conservation.

Note: Adopted policy statements are printed in roman typeset. Explanatory material is italicized and is not adopted policy.

Guiding Policy: Residential Energy Conservation

- 4.7.a. Encourage development and construction standards that encourage energy conservation in residential areas.

Implementing Policies: Residential Energy Conservation

- 4.7.b. Develop or revise design standards relating to solar orientation of buildings, landscaping, fences, impervious surfaces, and parking-space requirements to conserve energy.
- 4.7.c. Incorporate into a revised Subdivision Ordinance a requirement for lot orientation and design to take advantage of passive solar heating and cooling, maintenance of solar access, street widths, and proper planting of trees to reduce heat gain and loss.
- 4.7.d. In new development areas, encourage land-use arrangements and densities that facilitate energy-efficient public-transit systems.
- 4.7.e. Encourage the retention and creation of neighborhood-level services throughout the Town in order to reduce energy consumption and promote neighborhood identity.
- 4.7.f. Enforce the California State Energy Consumption Regulations.

5. TRANSPORTATION ELEMENT

Transportation issues are increasingly a concern to Town residents as local streets and Highway 101 approach capacity while improvements become both more expensive and more disruptive. Plan policies address regional as well as local transportation issues, recognizing the impact of Highway 101 traffic on the Town as well as the freeway's importance as a travel route to work and business for many Corte Madera residents.

5.1 CORTE MADERA'S STREET AND HIGHWAY NETWORK

Viewed on a map, from the air, or from many locations in Town, Highway 101 is Corte Madera's most dominant man-made feature. The freeway's presence is felt throughout the Town, often in ways unrelated to transportation. Most dramatic are its physical effects, creating "east" and "west" sides and hampering pedestrian and bicycle circulation (See *Section 5.4*) across Town. Noise and appearance are additional problems.

Fortunately, despite the huge volumes of through traffic carried by the freeway, local Town streets continue to function relatively well with few demonstrating serious congestion. This finding was reported in an analysis of traffic operations conducted by Wilbur Smith & Associates (*Corte Madera Townwide Traffic Study, 1987*), in which the Level of Service (LOS) was measured for 24 single intersection locations. The study was not officially accepted by the Town because of its failure to assess traffic flow through multiple intersections. The LOS rating, assigned as an indicator of intersection performance, can range from a high level (A) where traffic flows freely to the lowest level (F), an indication of severe congestion. These designations are described fully in the glossary. Projected Levels of Service at Plan Build-out are given in *Table 7*.

The Plan proposes only two major changes to the street network -- the extension of Nellen Avenue to Tamal Vista Boulevard, and reconstruction of the Nellen Avenue Interchange. Other improvements, including realignment of streets, or the addition of traffic controls in the Village Square area, may be necessary or desirable.

Guiding Policies: Street and Highway Network

5.1.a. Maintain acceptable levels of service on local streets and roadways.

5.1.b. Encourage Caltrans to reconstruct the Nellen Avenue Interchange if it can be demonstrated that it will improve traffic conditions in Corte Madera.

Reconstruction of the Interchange will improve operations at nearby intersections as well as eliminating the hazardous freeway ramps at the Fifer/Nellen intersection. If well designed, the new Interchange could establish a stronger and more attractive identity at the Town's north entrance. See 5.1.p. for discussion of possible impact on Shorebird Marsh.

TABLE 7
PROJECTED LEVELS OF SERVICE
GENERAL PLAN BUILD-OUT

Intersection	Existing 1986 V/C LOS		Not Including Nellen Extension & Interchange				Including Nell Extension & Interchange			
			No Build ^a		General Plan Buildout		No Build ^a		General Plan Buildout	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Tamalpais Drive/Madera Boulevard	0.44	A	0.66	B	0.67	B	0.66	B	0.67	B
Tamalpais Drive/Town Center Entrance	0.42	A	0.57	A	0.58	A	0.57	A	0.58	A
Tamalpais Drive/U.S. 101 SB off-ramp	0.56	A	0.69	B	0.69	B	0.69	B	0.69	B
Tamalpais Drive/U.S. 101 NB off-ramp	0.49	A	0.66	B	0.66	B	0.66	B	0.66	B
Tamalpais Drive/San Clemente Drive	0.48	A	0.78	D	0.80	D	0.78	D	0.80	D
Redwood Highway/The Village (1st entrance)	0.20	A	0.33	A	0.33	A	0.33	A	0.33	A
Redwood Highway/The Village (2nd entrance)	0.23	A	0.31	A	0.32	A	0.31	A	0.32	A
Redwood Highway/The Village (Nordstrom)	0.30	A	0.34	A	0.34	A	0.34	A	0.34	A
Redwood Highway/The Village (4th entrance)	0.30	A	0.38	A	0.39	A	0.38	A	0.39	A
Madera Boulevard/Mohawk Drive	0.45	A	0.73	C	0.74	C	0.73	C	0.74	C
Madera Boulevard/Town Center (Safeway)	0.62	B	0.93	E	0.94	E	0.93	E	0.94	E
Madera Boulevard/Tamal Vista Boulevard	0.77	C	0.86	D	0.87	D	0.86	D	0.87	D
Madera Boulevard/Town Center (J.C. Penney's)	0.26	A	0.26	A	0.26	A	0.26	A	0.26	A
Tamal Vista Boulevard/Fifer Avenue	0.85	D	1.05	F	1.06	F	1.05	F	1.06	F
Fifer Avenue/Nellen Avenue	0.97	E	1.21	F	1.22	F	0.73	C	0.75	C
Sanford Drive/Casa Buena Drive	0.23	A	0.43	A	0.43	A	0.43	A	0.43	A
Sanford Drive/Meadowsweet Drive	0.24	A	0.26	A	0.26	A	0.26	A	0.26	A
Monona Drive/Lakeside Drive	0.22	A	0.22	A	0.22	A	0.22	A	0.22	A
Redwood Avenue/Corte Madera Avenue	0.91	E	1.06	F	1.07	F ^b	1.06	F	1.07	F ^b
Paradise Drive/Harbor Drive	0.35	A	0.42	A	0.42	A	0.42	A	0.42	A
Paradise Drive/El Camino	0.26	A	0.82	D	0.84	D	0.82	D	0.84	D
Paradise Drive/Golden Hinde	0.28	A	0.51	A	0.52	A	0.51	A	0.52	A
Redwood Highway/Industrial Way	0.82	D	1.05	F	1.05	F	0.75	C	0.77	C
Redwood Highway/Nellen Avenue	0.59	A	0.92	E	0.93	E	0.64	B	0.63	B

^aThe "No Build" figures include projects approved but not constructed and projects built but not occupied.

^bImprovements to be designed as part of Village Square Specific Plan will improve intersection operations.

Source: Wilbur Smith Associates 8/8/89

- 5.1.c. The Town will strongly oppose any Nellen Avenue Interchange design that impacts wetlands unless these impacts are mitigated. This mitigation shall include no net loss of wetland, and replacement shall be of equivalent habitat value, based on a biological evaluation, in close proximity to the impacted wetland and within the Town's boundaries, and proven to have long term viability as a wetland habitat.
- 5.1.d. Strongly oppose any Nellen Avenue Interchange design that closes Madera Boulevard exit.
- 5.1.e. Support passage of a Countywide sales tax increase for transportation, and continue to participate and provide leadership in multijurisdictional planning efforts.

The Countywide sales tax would fund local as well as regional transportation improvements.

- 5.1.f. Continue to levy traffic mitigation fees on new development to ensure that developers pay for the new transportation projects and services required to serve each new development, including its share of cumulative development impacts on arterials and collectors within the Town. Adopt a regional mitigation fee to contribute to funding improvements on the regional transportation system to be levied by the Town which shall be based on the regional mitigation fee program developed by a Countywide planning organization.
- 5.1.g. Establish a standard for intersection operations of .79 volume/capacity ratio (LOS C) or better where maintenance or attainment of this standard is feasible.

As shown on Table 7, six intersections are projected to operate below LOS C at Plan build-out. In 1987 all except Tamal Vista Boulevard/Fifer Avenue and Redwood Avenue/Corte Madera Avenue were at LOS C or better. Acceptable engineering solutions are not available to improve operations at Madera Boulevard/Town Center and Tamal Vista Boulevard/Fifer Avenue. The intersection at Redwood Avenue/Corte Madera Avenue is included in the Village Square study area and will be improved consistent with the Specific Plan to be prepared.

Most intersections are projected to operate at LOS A, B, or C at Plan build-out. Degradation of service at these intersections is to be controlled through Implementing Policies 5.1.i. and 5.1.j.

- 5.1.h. Discourage installation of additional traffic signals.

It is the Town's position that traffic signals erode Corte Madera's small town character.

Implementing Policies: Street and Highway Network

- 5.1.i. Minimize intrusion of vehicular traffic in residential neighborhoods.
- 5.1.j. Design road improvements to preserve small-town scale and maintain the natural appearance of the surrounding hills and ridges.

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5.1.k. Use Design Review approval powers to ensure scenic roadway status of Paradise Drive, San Clemente Drive, Tamalpais Drive, Corte Madera Avenue, and Highway 101.

5.1.l. Seek and adopt traffic standards that consider combinations of intersections in proximity to each other in measuring levels of service.

5.1.m. When analysis establishes that a proposed development would reduce LOS by 0.01 or more at an intersection operating at LOS B or worse, require mitigation so that LOS at that intersection will not be reduced.

Under no circumstances shall the LOS at any intersection which is operating at LOS C or better at the time of development fall below C.

5.1.n. Have all traffic mitigations in place prior to initiation of construction when feasible.

5.1.o. For intersections identified in *Table 7* as operating at LOS D or worse at General Plan build-out, prepare a mitigation plan demonstrating how traffic volumes will be accommodated at build-out and specifying how mitigation costs to be borne by project applicants are to be determined and shared.

5.1.p. Urge that Caltrans prepare alternatives for the Nellen Avenue Interchange that will minimize or eliminate impacts on wetlands.

A preliminary design for the rebuilt interchange by Caltrans (1989) includes portions of a ramp on Shorebird Marsh. Alternatives should be explored before any wetlands impact is accepted.

5.1.q. Proceed with construction of Nellen Avenue Extension connecting Redwood Highway with Tamal Vista Boulevard regardless of Caltrans plans for interchange rebuilding.

Extension of Nellen Avenue will improve operations at three nearby intersections: Fifer at Nellen, Redwood Highway at Industrial Way, and Redwood Highway at Nellen. If the Interchange is rebuilt after the extension is constructed, the Nellen Extension can be incorporated into the design.

5.1.r. Design and implement improvements to streets in the Village Square area as part of the *Village Square Specific Plan*.

The intersection of Redwood Avenue at Corte Madera Avenue is projected to operate at LOS F if improvements are not made. Because the Village Square Specific Plan may result in street realignments or other traffic improvement projects, the General Plan does not include specific proposals. See Land Use Element policy 2.5.k.

5.1.s. Cooperate with Larkspur and Caltrans to maintain an acceptable Level of Service at Industrial Way and Redwood Highway.

5.1.t. If the *Marin County Transportation Improvement and Growth Management Plan*, a ballot measure that would increase sales tax to finance transportation improvements, is implemented, comply with eligibility

requirements in order to receive funds for local transportation improvements.

The Marin County Transportation Improvement and Growth Management Plan is a proposal that would use an increase ($\frac{1}{2}$ cent or 1 cent) in the retail sales tax to finance transportation improvements. As described in the proposed Transportation Improvement and Growth Management Plan, eligibility will require Town participation in the regional planning process as detailed in the ballot measure, and adoption of traffic level of service standards. If the sales tax is implemented, Corte Madera would receive an estimated \$2,700,000 over a 20-year period.

5.2 TRANSIT AND TRANSPORTATION SYSTEMS MANAGEMENT

The Town has been active in efforts to reduce auto dependency, particularly through participation in the *101 Corridor Project* in Marin and Sonoma counties. In 1989 cities and towns in Marin are working to develop voter support for a ballot initiative which would result in a countywide sales tax increase to fund transportation improvements as a part of the *Marin County Transportation and Growth Management Plan*. More than half of the money raised by the tax would be used for a light rail system from Novato to Larkspur.

Guiding Policies: Transit and Transportation Systems Management

- 5.2.a. Support development of transit in Marin County by participating in the regional transportation planning process.
- 5.2.b. Support continued availability of express and local bus service and ferry service.

Corte Madera residents are fortunate to have a range of convenient transit options.
- 5.2.c. Seek ways to provide transit for East Corte Madera residents.
- 5.2.d. Encourage Corte Madera residents to use alternatives to single-occupant auto use, including carpooling, bicycling, and transit.

Implementing Policies: Transit and Transportation Systems Management

- 5.2.e. Explore ways to provide commuter parking convenient to express bus stops and to provide shelters for transit patrons.

Many Town residents board Golden Gate Bridge, Highway and Transportation District (GGBHTD) buses at stops in the Village Square area and in the Tamalpais Drive/US 101 interchange. As of 1989, about 50 parking spaces are available in the Village Square, and none in the vicinity of the interchange. Provision of parking areas would reduce commuter parking in neighborhoods and promote bus use.

One option would be to provide weekday commuter parking in conjunction with expanded parking at the Village Shopping Center.

"Commuter parking" is intended for residents who use public transportation, as distinguished from "commuter park-and-ride" lots which are intended for residents who park their cars and join other commuters in private vehicles, such as ride-share.

- 5.2.f. Encourage the establishment of commuter park-and-ride lots.

In designating these lots, staff could inventory existing informally used park-and-ride areas and recommend specific sites for formal park-and-ride lots.

- 5.2.g. Cooperate with the Golden Gate Bridge, Highway and Transportation District and the Marin County Transit District to extend bus service to east Corte Madera.

- 5.2.h. Encourage employers to initiate transportation systems management to reduce single-occupant auto usage during peak hours.

- 5.2.i. Investigate the feasibility of providing local shuttle transit service within Corte Madera to regional transit stops, to shopping facilities, and to social and community services in the Town and in adjacent communities.

5.3 PARKING

The Town has responsibility for establishing and enforcing parking regulations, including establishing requirements for on-site parking at new developments.

Guiding Policies: Parking

- 5.3.a. Improve parking regulations to provide adequate on-site parking.

- 5.3.b. Establish parking policies that will improve safety in hill areas.

Implementing Policies: Parking

- 5.3.c. Explore ways to provide commuter parking convenient to express bus stops and to provide shelters for transit patrons.

- 5.3.d. Prepare and adopt standards governing parking area access, maneuvering space, stall sizes, lighting, pedestrian routes, landscaping, and maintenance. Review zoning ordinance requirements for number of spaces and revise if appropriate.

- 5.3.e. Conduct a survey of on-street parking spaces in the Christmas Tree Hill and Chapman Park Hill and other neighborhoods, and consider establishing a parking sticker program designed to limit the number of cars using on-street parking to those that can park safely.

A parking sticker or placard program could apportion the number of available on-street spaces among the existing legal housing units. Owners of some second units that have not been authorized by the Town would likely need tenants without cars.

- 5.3.f. Prohibit parking at unsafe locations on hill area streets through use and enforcement of red painted curbs and signs or by painted designation of safe parking spots.

Either of these approaches could be used in conjunction with a permit parking program as discussed in policy 5.3.e., or independently.

- 5.3.g. Investigate possible sites for shared off-street parking on Christmas Tree Hill and Chapman Park Hill. If suitable sites are located, evaluate funding mechanisms for construction of parking areas.

- 5.3.h. Investigate regulation of the parking and storage of large vehicles, such as campers, boats, and large truck, both on-street and on private property seen from the public way.

- 5.3.i. Encourage owners of the Village Shopping Center to provide additional on-site parking.

The Village was built with 3-4 parking spaces per 1,000 square feet of leasable area, considerably lower than the customary standard of 5-6 spaces. Parking shortages are evident on weekends and throughout the holiday season. Options include using the Habitat site for parking (if the wetlands policy were not implemented) or building a multilevel structure in the existing parking area.

- 5.3.j. Support and contribute to creation of parking areas that will provide access to open space and trail heads consistent with specific management policies.

Some open space areas, including Shorebird Marsh, already have parking areas which provide views. Management plans to be developed will indicate the desired type of access to wetland areas. (See Section 3.2). Hikers need parking at some open space trailheads.

5.4 PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian and bicycle circulation in Corte Madera is limited and often unsafe. Because most adult residents rely on their cars to go to work and take care of daily tasks, little attention has been given to promoting alternatives. The streets, interchanges and shopping centers have been designed with the automobile-user in mind. The result, from a pedestrian's or bicyclist's view-point, is an urban environment in which it is often difficult or unpleasant to move around.

Of particular concern is movement between east and west Corte Madera. Pedestrian and bicycle access across U.S. 101 is limited to two overcrossings. The Nellen Avenue undercrossing lacks pedestrian or bicycle paths. Since many of the Town's civic facilities and local serving shops are west of the freeway, inconvenient crossings present problems of safety and access for east side residents without automobiles. Children, especially, are affected by this constraint.

The bus stops at the Tamalpais Interchange are another area of concern. Bus riders must cross the on- and off-ramps of the freeway to reach the bus stops.

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Guiding Policies: Pedestrian and Bicycle Circulation

- 5.4.a. Affirm pedestrian and bicycle circulation as non-polluting, environmentally-sound circulation modes which contribute to a healthful and neighborly lifestyle in Corte Madera.
- 5.4.b. Recognize the needs of pedestrians and bicyclists to circulate freely and safely within all parts of Corte Madera.
- 5.4.c. Promote programs and measures that will create a safe and comprehensive pedestrian and bicycle circulation system in Corte Madera.

Implementing Policies: Pedestrian and Bicycle Circulation

- 5.4.d. Develop a long range plan to maximize freeway crossings for pedestrians and bicyclists, designating locations, use, cost, and potential for integrating non-transportation uses.

There is a recognized need for improvements and possible additions to overcrossing capacity of U.S. 101. Locations to be studied include the Nellen Avenue Interchange, the Village and Town Center shopping centers, Deer Run/Paradise Drive, and Casa Buena Drive to Madera del Presidio.

- 5.4.e. Work with businesses and landowners to improve pedestrian and bicycle circulation and access on commercial property.

Secure bicycle racks placed at shopping centers and local-serving stores can encourage greater bicycle use within the Town.

- 5.4.f. Implement the Townwide trails system as described in the *Land Use Element, Section 2.8*.

- 5.4.g. Work with Caltrans and GGBHTD to improve street-level pedestrian crossings at bus stops.

- 5.4.h. Evaluate pedestrian and bicycle access when conducting review of development proposals.

5.5 ACCESS FOR THE PHYSICALLY DISABLED

Ensuring access for the physically disabled throughout the Town is a priority that requires sensitive interpretation of adopted state and federal laws. Publicly-funded projects and most multifamily housing must provide for barrier free-design under Title 24 (State Building Code) and the federal Fair Housing Amendments Act (1989). *Sections 4.2 and 4.6* address the housing needs and access to housing for handicapped and physically disabled people.

Guiding Policies: Access for the Physically Disabled

- 5.5.a. Affirm the mobility and access rights of physically disabled residents.
- 5.5.b. Work toward making the Town a safe and barrier-free environment.

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Implementing Policies: Access for the Physically Disabled

- 5.5.c. Review Town's compliance with and implementation of the provisions of Title 24 of the California Administrative Code which governs accessibility for the physically disabled.

Title 24 sets forth regulations and standards for barrier-free design affecting publicly-funded projects such as buildings, facilities, site-work, sidewalks, curbs and related facilities. The Office of the State Architect publishes a guide, California State Accessibility Standards, Interpretive Manual (revised 1989), to assist in implementation of Title 24.

- 5.5.d. Review proposals for multifamily housing to ensure compliance with the provisions of the federal Fair Housing Amendments Act (September 1989) which guarantees access for the physically disabled.

The Fair Housing Amendments Act, signed into law on September 13, 1989, contains new requirements for "adaptable design." In all multifamily housing of four units or more, designed and constructed thirty or more months after the effective date of the Act (compliance required upon or after March 12, 1992), all dwelling units on the first floor and floors reachable by elevator must provide wheelchair access into all rooms. Common-use portions of the building must also be accessible.

6. SAFETY ELEMENT

6.1 OVERVIEW

Historically, cities have taken form by adapting and modifying natural site conditions. Neighborhoods are built on hillsides for views, and tidal areas are filled to create flat land.

The process of urbanization, however, cannot fully suppress natural processes. In California, natural "disasters" such as wildland fires, earthquakes, and mudslides are common occurrences and, some might say, part of the State's folklore. Unfortunately, these phenomena exact a high toll on property and, sometimes, on human life, posing a great challenge to providers of emergency services. As a result, communities must decide how much risk they wish to assume in permitting development on sites presenting safety hazards.

The purpose of the *Safety Element*, as specified by California Law, is to provide information "for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to landslides, subsidence and other geological hazards; flooding; hazardous material accidents; and wildland and urban fire." (Government Code Section 65302g)

The *Safety Element* seeks to make the community aware of safety conditions and issues in Corte Madera and to promote measures which improve the level of public safety, including those affecting safety services provision (fire and police). Guiding policies apply to all sub-topics and are given in this section. Specific implementing policies follow each sub-topic.

Guiding Policies: Safety Element

- 6.1.a. Residents must be protected against dangers to life and property in areas where soils, geology, topography or other factors constitute a potential threat.
- 6.1.b. Establish planning and implementation of flood control improvements as one of the Town's highest priorities, after the protection of life.
- 6.1.c. Protect residents against natural hazards by prohibiting or controlling development on sites with hazards such as landslides, tsunamis, subsidence, extreme slope, erosion, unstable soils, and fire.
- 6.1.d. Support continuing public awareness of environmental hazards by actively advising citizens of the results of local area hazards studies, sources of hazards information, and related public services.
- 6.1.e. Maintain high-quality police, fire, and paramedic services and timely emergency response in all parts of Corte Madera.
- 6.1.f. Require all development to address seismic, flooding, technological and geotechnical concerns, and any other risk potential in the best proven technological and scientific manner.
- 6.1.g. Adopt and periodically renew the Town Disaster Plan.

6.2 FLOODING AND SUBSIDENCE

Flooding of lowland areas in Corte Madera is controlled through two systems: hillside gravity drainage and a low-lying system which consists of levees, dikes, retention areas, and pump stations. *Figure 10-A, Flood and Drainage Control*, illustrates existing conditions and proposed improvements. *Figure 10-B, Drainageways and Retention Basins*, maps existing stormwater facilities in the Town. The flood control system's capacity has been exceeded in the past by severe rainstorms and extreme high tides, sometimes occurring as related phenomena. The problem is especially serious in winter when prolonged high winds and low barometric pressure can raise the water level along the Pacific Coast by several feet. When this storm surge coincides with a natural high tide, salt water is forced into stream channels, inundating unprotected lands.

Urban development has increased impervious surfaces in the Town, reducing infiltration and increasing storm water runoff. Storm water from the steep slopes finds its way through the lowlands to the Bay via a series of creeks, canals, culverts, and retention ponds. In addition, two physical processes are steadily increasing the potential flood hazard: land subsidence due to consolidation of underlying Bay Mud, and rising sea level, an environmental problem aggravated by climatic change ("greenhouse effect"). The height of tides and storm surges in San Francisco Bay increases as sea level rises, exacerbating flooding.

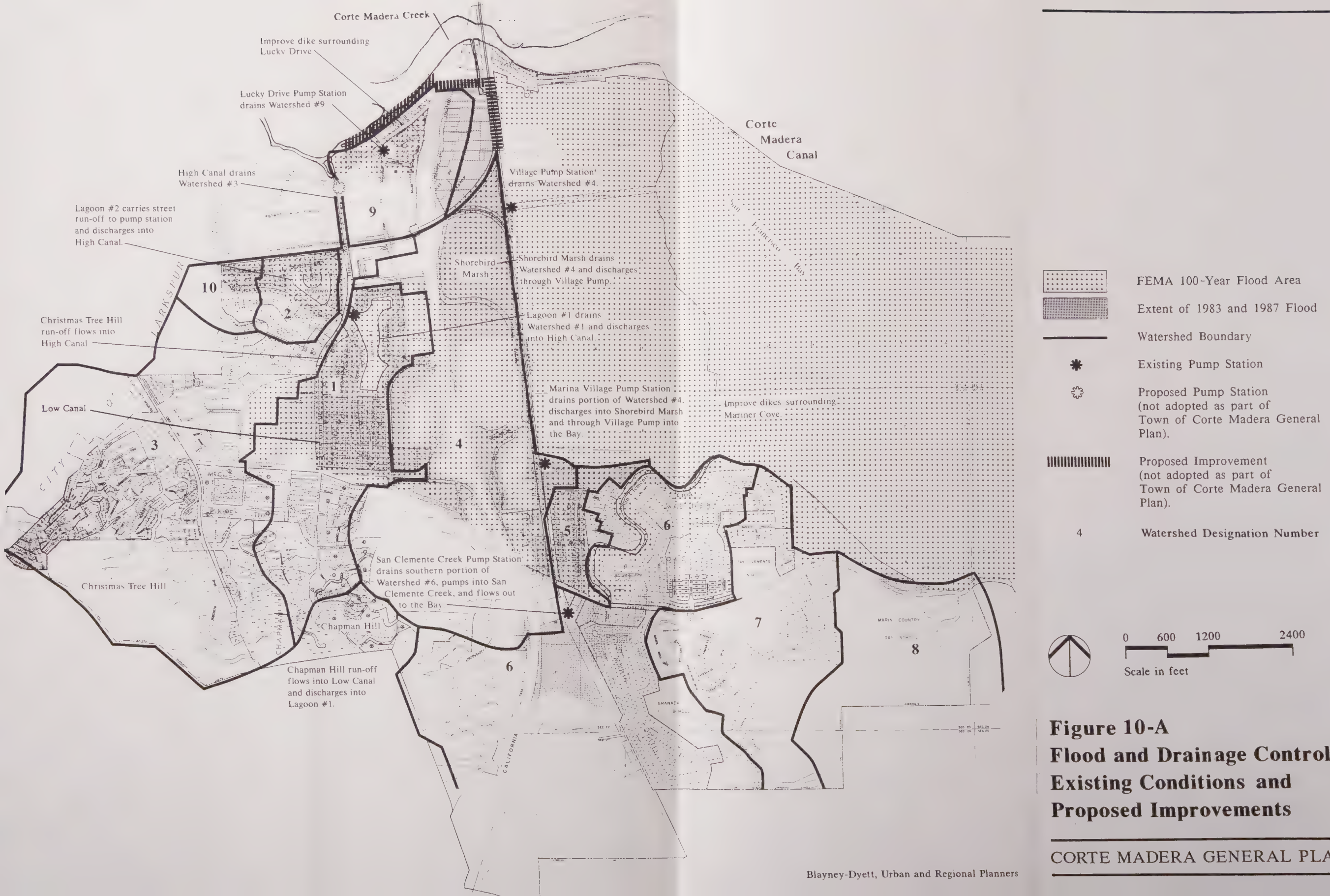
The significant waterways which can contribute to flooding within the Town include Corte Madera Creek (not actually within the Town boundary but draining the Ross Valley watershed which includes Corte Madera), San Clemente Creek (which winds between subdivisions and open space), High Canal and associated channels, the lagoons, and the Shorebird Marsh ponding area. Siltation within San Clemente Creek has significantly reduced its capacity to carry off flood waters from the Town.

In recent years, storm drainage improvements have included the Village Pump Station (1984) draining most of northern Watershed #4, Marina Village Pump Station (1987) draining a southern portion of Watershed #4, Lucky Drive Pump Station (1988), and San Clemente Creek Pump Station (1988), draining the southern portion of Watershed #6. These facilities are designed to carry a 100-year flood. The 100-year flood is given a one percent chance of recurrence in any year. The 1983 flood exceeded the levels of the expected 100-year flood. If such a storm were to occur again, properties could sustain extensive damage unless the current flood control system is upgraded.

The Town needs to seek effective ways to ensure the safety of large areas of the Town now subject to flooding. While the Town regards the ecology of wetlands as important, planning an effective protection of developed property is of higher priority. Federal, State and regional agencies involved in habitat protection will fully review the Town's Tidal Protection Project during plan preparation, and the Town will cooperate with these agencies in their review. However, no policies in this General Plan shall be used to contravene the implementation of the Project.

Implementing Policies: Flooding and Subsidence

- 6.2.a. Provide flood control measures to protect the lives and property of residents and businesses within the 100-year flood zone as identified by



the Federal Emergency Management Agency (FEMA).

- 6.2.b. Identify areas which are subject to flooding, but are not within the FEMA 100-year flood zone.

Staff should base such a map on all available flooding studies, including those done by Winzler-Kelly and URS. When possible, field investigation and interviews of residents who experienced the 1982 and 1983 floods should be performed to most effectively include all affected areas.

- 6.2.c. Conduct a Townwide study of the existing informal drainage system to assess which areas are deficient in providing flood and drainage control.

- 6.2.d. Cooperate with the Army Corps of Engineers to obtain assistance in implementing the Town's preferred Tidal Protection Project.

The flooding problem is most evident along San Clemente Creek, where the Mariner Cove and Marina Village subdivisions, constructed on Bay Mud and fill, are slowly sinking as the mud compacts. The Town commissioned a series of studies exploring the problem and possible solutions, and is cooperating with the Army Corps of Engineers in outlining a new study. The Town has hired an expert to facilitate this project.

- 6.2.e. Undertake a Tidal Protection Project consistent with the statutory requirements of regulatory agencies.

- 6.2.f. Revise and implement the *Master Storm Drainage and Flood Control Plan*, balancing flood control needs with navigation rights, wetlands preservation, and water quality preservation.

Flooding issues are intricately linked with issues of wetlands habitat preservation, navigation rights, and water quality. The continuing development of wetlands along San Clemente Creek is both a cause of and caused by increasing siltation, which has resulted in a dramatic reduction in channel depth and width. Navigation rights along the Creek must be respected. Dredging may be desired to guarantee navigability and as a part of flood control channel maintenance, but it alters valued wetlands habitat. Creek water quality is improved by the presence of marsh vegetation, which plays a significant role in holding and trapping pollutants, but the reduction in channel size associated with marsh development can increase the risk of flooding. Such excessive flow can be detrimental to the wetlands. The Master Storm Drainage Plan must reconcile these competing interests into a balanced plan.

The Town uses the 1970 Master Storm Drainage Plan, with amendments. Because of the uncertainty posed by such issues as rising sea level and rate of land subsidence, periodic updates are necessary to ensure system adequacy.

- 6.2.g. Update the *Master Storm Drainage Plan*, as necessary, when conditions change.

- 6.2.h. Control storm water runoff by requiring that new developments minimize impervious surfaces or provide other mitigation measures.

- 6.2.i. Encourage all property owners within flood hazard areas to carry Federal Flood Insurance.

- 6.2.j. Cooperate with all public and private organizations involved to ensure that any mitigation to improve flood control does not disrupt environmentally sensitive areas.

Mitigation may be required to the extent that flood control projects impact environmentally sensitive areas. Concerned agencies include, but are not limited to, the Marin Audubon Society, State Department of Fish and Game, U.S. Fish and Wildlife Service, California Native Plant Society, Bay Conservation and Development Commission, Army Corps of Engineers, and the Nature Conservancy.

- 6.2.k. Maintenance of drainage canals should consider safety, support of habitat, and preservation of water quality.

- 6.2.l. Support Bay Area agencies and institutions studying scientific, technical, and environmental responses to sea level rise.

- 6.2.m. Work with the Flood Insurance Administration and State Department of Water Resources to update the *Federal Flood Hazard Boundary Map* to be consistent with actual past flood experience.

6.3 GEOLOGIC AND SOILS HAZARDS

The major geologic and soils hazards are hill slope failure and static settlement of soils. The potential for hill slope failure is dependent upon the geologic composition of a slope. Certain combinations of rocks and soils are more stable than others and can support different levels of development. The California Division of Mines and Geology has mapped slopes in Corte Madera and rated them according to relative stability. These slopes are shown as *Figure 11, Relative Slope Stability*. The slopes of the Tiburon Peninsula Ridge are shown to be the least stable. Scattered landslides are also a possibility on Alto Hill next to Highway 101. Human activity can increase the potential for slope failure by undercutting slopes, excavating too steeply, or placing fill and structures on unstable slopes.

These measures also harm the natural qualities of steep slopes which Corte Madera wishes to preserve. To protect these qualities and promote safety, new development shall be required to respect the existing terrain rather than extensively grading it and transforming the site as a means of increasing development intensity.

Static settlement (subsidence) is a safety hazard in the low-lying areas of the Town. Much of Corte Madera was built on fill deposited on marsh or tidelands. These areas (shown in *Figure 11*) are underlain by Bay Mud, a soft, unconsolidated and water-saturated clay which will become more compact underneath the weight of fill and urban development. The result for Corte Madera's neighborhoods has included flooding, breakage of pipes and cables, and other property damage. This safety problem is discussed in *Section 6.2*.

Implementing Policies: Geologic and Soils Hazards

- 6.3.a. Require that development proposed for slopes rated 3 or 4 on *Figure 11* be evaluated for stability prior to approval of site design or use. The

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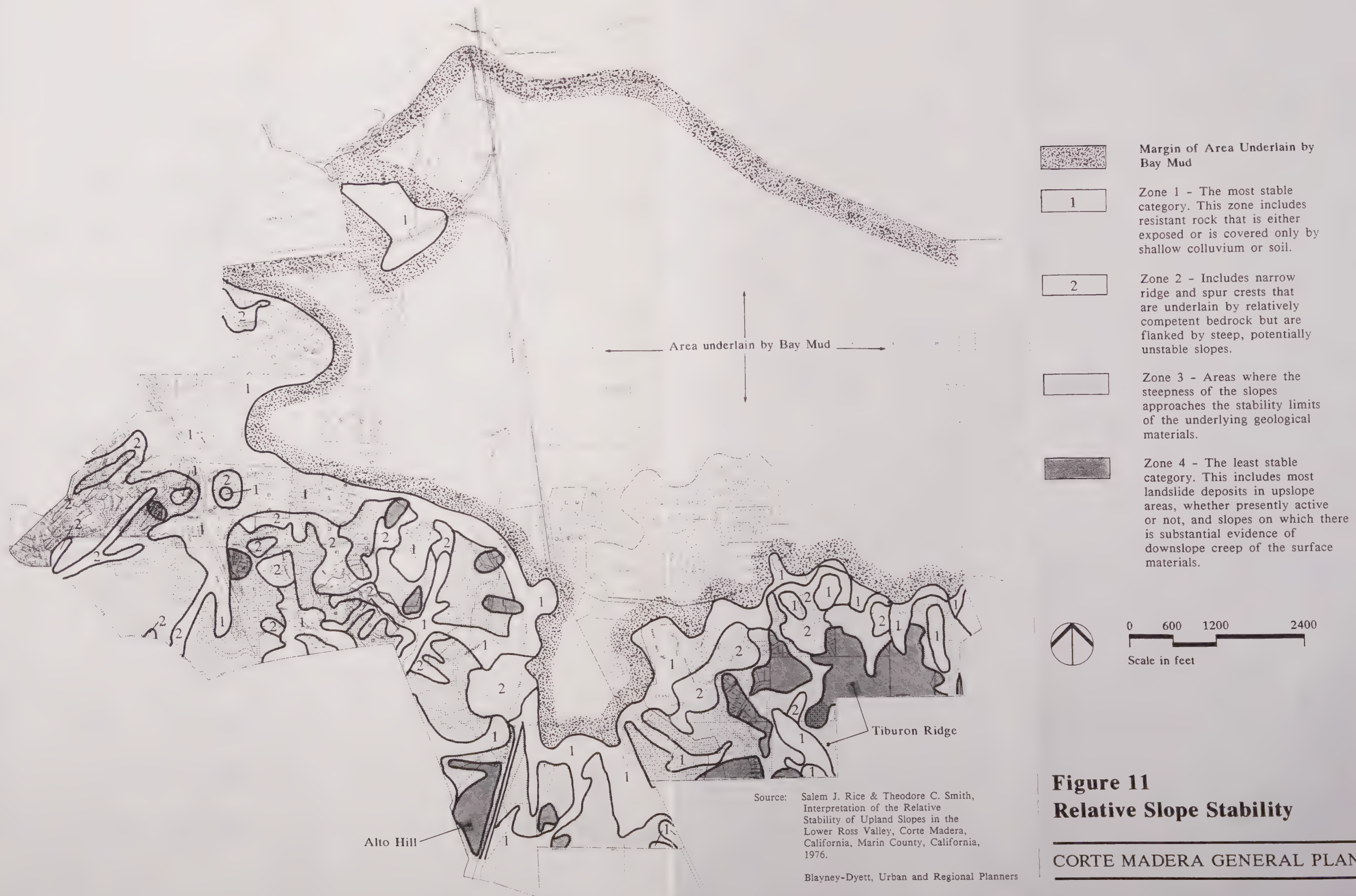


Figure 11
Relative Slope Stability

evaluation should include the structural foundation engineering for the actual site and possible impacts of the project on adjacent lands.

In projects where slope instability can be corrected, the Town should require that the foundation and earth work be supervised and certified by an engineering geologist and civil engineer.

- 6.3.b. Require development to preserve the natural qualities of sloping terrain rather than shaping a site for the purpose of facilitating development or increasing development intensity.
- 6.3.c. The Town can reduce the density indicated on the *General Plan Diagram* for a project if slope stability evaluation indicates a geologic or slope stability hazard.
- 6.3.d. On parcels capable of being subdivided into two or more parcels, prohibit development on known landslides, landslide-prone deposits, and slopes of 30 percent or more. Eliminate from calculations of permitted density those portions of a site having slopes of 30 percent or greater and reduce densities for areas having slopes between 10 and 29 percent, provided that, on parcels where insufficient developable land remains, one housing unit is permitted if a portion of the site can be found safe and suitable for construction. (See related policy 2.6.p. in *Section 2.6.*)

Due to safety factors involved with development on steep slopes, no development is allowed on slopes of 30 percent or greater, and reductions in density are required for slopes between 10 and 29 percent. So as not to transfer development from steep slopes to gentler slopes, impacting the flatter portions of a site, no credit is given to the portion of a site 30 percent or greater in slope. This restriction is not applied to parcels not capable of being subdivided.

- 6.3.e. Continue to require detailed site investigations, engineering and drainage plans, and site preparation recommendations for areas of manmade fill or underlain by Bay Mud prior to development.

These include borings and sufficient examinations to determine the location of former sloughs and other factors which would accentuate differential settlement. The investigation should delineate those areas where settlement will be greatest or subsidence will occur and should recommend the site preparation techniques which could be employed to reduce hazards.

- 6.3.f. Require that site planning place uses which would be damaged by differential settlement in those areas least likely to experience such settlement.

Where necessary, several years of settlement monitoring may be necessary to compile data sufficient for detailed foundation engineering and site planning.

- 6.3.g. Require that structural designs of foundations and utilities allow for movement resulting from differential settlement and subsidence.

- 6.3.h. Consider requiring a long-term maintenance bond or other financial guarantee to protect against future damage to public improvement projects and utilities resulting from subsidence or other ground failure.

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6.4 SEISMIC SAFETY

Three seismic hazards are present in Corte Madera: ground shaking, ground failure, and seismically-induced tidal waves (tsunamis). Additionally, hazards presented by unstable slopes and soils subject to static settlement can become more acute during an earthquake. In particular, buildings that have been structurally damaged by subsidence are prone to collapse or further weakening. Unreinforced masonry buildings, those usually at greatest risk from earthquakes, represent a small percentage of Corte Madera's structures and are limited to Tamalpais Drive and Hart Street near Village Square. Fire hazards are also a significant seismic safety concern. Most damage during an earthquake occurs as a result of fires ignited from ruptured gas mains.

Implementing Policies: Seismic Safety

- 6.4.a. Continue to update periodically the Town of Corte Madera Building Code in conformance with revisions to the Uniform Building Code.
- 6.4.b. Identify and establish a program to correct structural problems of potentially hazardous buildings in compliance with Chapter 12.2 (Division 1 of Title 2) of the California Government Code.
- 6.4.c. Adopt and periodically review the *Town Disaster Plan*.

6.5 FIRE HAZARDS AND PROTECTION

The potential for urban and wildlands fire arises from a combination of factors: type of ground cover and vegetation, combustibility of building materials, ground slope, adequacy of access, water supply, and water pressure.

A *Fire Hazard Rating* map (1977), kept in the Corte Madera Fire Department, shows four fire hazard risk classifications: low, moderate, moderately-high, and high. Natural phenomena such as earthquake or drought can increase the fire potential in low-risk areas and heighten the severity of fire in areas with a high fire hazard rating. The areas of Corte Madera presenting the highest fire hazard are steep wooded or brush slopes where access is restricted and building materials are highly combustible. These include Christmas Tree Hill, Chapman Park Hill, and the upper portion of the Meadowsweet area. The lower elevations and flat areas present moderate to low fire hazard potential.

Fire protection is provided by the Corte Madera Fire Department which has eighteen paid staff and approximately ten volunteer firefighters. The Fire Department has two fire stations: Station #14 located adjacent to Town Hall and a satellite station on Paradise Drive opposite the Paradise Shopping Center, which is currently manned by volunteers.

The desired maximum response time is three minutes for both fires and medical emergencies. During peak traffic periods, congestion can extend response time to the Village and to the east side of Corte Madera. The Uplands Apartments located at the Town's east boundary are within a moderately-high fire hazard area because six to nine minutes are required to reach this area.

Implementing Policies: Fire Hazards and Protection

- 6.5.a. Prepare a study to determine the adequacy of the Town's fire protection system.

Included in this study should be an evaluation of the existing fire station, the possibility of its relocation, or the staffing of a new fire station located east of the freeway. Water supply problems and staffing needs should also be evaluated and recommendations for improvements made.

- 6.5.b. Adopt development standards that reduce fire risk.

Standards would include use of noncombustible roofs and siding, clearances from structures, landscaping with native fire-resistant plants, and multiple access points.

- 6.5.c. Require detailed site investigations and abatement actions in moderately high and high fire hazard areas.

- 6.5.d. Require minimum clearance (width and height) for all Fire Department accesses on all existing Town streets, private roads, and drives.

6.6 POLICE SERVICES

The Twin Cities Police Department serves both Corte Madera and Larkspur. In 1989, the Police Department had 32 sworn officers and three reserves, giving an approximate ratio of four officers to the combined population of both cities on duty at all times.

All officers have advanced first-aid training. There is a station in Corte Madera at 342 Tamalpais Drive and one at 250 Doherty Drive in Larkspur.

The Police Department owns and operates both marked and unmarked police cars, each equipped with a radio and an 8-channel scanner. These scanners allow patrolling officers to monitor the broadcasts of the California Highway Patrol, Marin County Fire Department, and Police Departments in adjacent cities, and to communicate directly with these agencies through the County Communication Center in San Rafael. The Town is divided into two patrol areas, separated by Highway 101. A maximum urgent response time of three minutes is provided within the incorporated limits.

The Twin Cities Police Department has automatic response agreements with Tiburon, Belvedere, Larkspur, Mill Valley, and Marin County. The Town is part of the Marin County Police Mutual Aid Pact composed of the police departments of 13 cities and the County Sheriff.

The Marin County station for the California Highway Patrol (CHP) is located on San Clemente Drive in Corte Madera. The CHP may respond to a life-threatening emergency in any community within Marin County, thereby serving as back-up for the Twin Cities police force. However, the CHP does not respond until after Mutual Aid has activated half the on-duty personnel in the entire County and the County Sheriff has requested CHP assistance.

Implementing Policy: Police Services

6.6.a. Continue to provide a maximum urgent response time of three minutes.

6.7 GREENBRAE BOARDWALK

The Greenbrae Boardwalk is a community of houses on piles located on Corte Madera Creek across from the Larkspur Ferry Terminal. Built on marshland, the Boardwalk is an unincorporated island of Marin County bordered by the Town of Corte Madera to the south and the City of Larkspur to the west. Although access to the area is through the City of Larkspur on Redwood Highway, the Boardwalk is within the Town of Corte Madera Sphere of Influence, as shown on *Figure 1*.

The *Community Facilities Element (Draft 1989)* of the Countywide Plan states that it would be desirable for all unincorporated lands within cities' urban service areas to annex to cities as these unincorporated areas develop. The Element also addresses the question of fully-developed unincorporated areas ("islands") which lie within the corporate limits of developed cities. These islands, such as the Greenbrae Boardwalk, create problems for efficient public service provision. Special district service vehicles must travel through cities to provide sheriff, fire, and other services, often leading to confusion over which agency has jurisdiction. Many of these areas could be more efficiently served by a city rather than the County, possibly ensuring a higher level of public safety.

The first step to improved access, as suggested in the *Community Facilities Element (Draft 1989)*, would be de-annexation of the Greenbrae Boardwalk from Corte Madera's SOI to and annexed Larkspur's SOI.

Implementing Policy: Greenbrae Boardwalk

6.7.a. In collaboration with the residents and Marin County LAFCO, arguments in favor of and against de-annexation of the Greenhouse Boardwalk from the Corte Madera Sphere of Influence should be studied.

The Community Facilities Element (Draft 1989) of the Countywide Plan recommends that the Town of Corte Madera consider shifting the Greenbrae Boardwalk from its SOI to Larkspur's. This shift (a de-annexation from Corte Madera's SOI and an annexation to Larkspur's) would be made in the interest of efficient provision of public services, especially fire services.

The Greenbrae Boardwalk is a stable residential community, so it is unlikely that any development or major change will occur in the near future. If this area were ever to request annexation to a city, Larkspur would be a more logical provider of urban services because its urbanized area is contiguous with the Boardwalk. On the other hand, if Corte Madera eventually sees this area reverting to wetlands or another use, then it might make sense to retain the Boardwalk in its SOI.

6.8 HAZARDOUS MATERIALS

State law requires that county and city General Plan policies related to hazardous materials be consistent with State law on the same subject (California Health and Safety Code, Chapter 6.5, Division 20). General Plan policies on

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hazardous waste are given in the *Land Use Element, Section 2.9*.

Because Corte Madera has limited industrial areas and little transportation of hazardous materials upon local streets, the potential for major hazardous materials incidents is most likely along the U.S. 101 corridor. In the event of a spill or accident on the freeway, the Corte Madera Fire Department is the first response agency, while the City of San Rafael coordinates overall emergency response.

Marin County is responsible for underground tanks, the hazardous materials "right-to-know" program (through the County Health Department), incident planning, and administration.

Implementing Policies: Hazardous Materials

6.8.a. Discourage industries which rely heavily on use of hazardous materials.

6.8.b. Work with the County to inform consumers about household use and disposal of hazardous materials.

7. NOISE ELEMENT

7.1 NOISE ELEMENT

Despite a development pattern that locates all but a few residents away from Highway 101 (or downslope, as in the case of Meadowcreek Station), freeway traffic of 163,000 vehicles per day remains the Town's dominant noise problem. Moderate traffic volumes on arterial streets in residential areas (maximum 16,600 vehicles per day on Tamalpais Drive) make Corte Madera an otherwise quiet community.

In recognition of the physiological and resulting economic effects of excessive noise, state law requires preparation of a Noise Element "which shall identify and appraise noise problems in the community." The California Department of Health Services publishes Noise Element Guidelines that include recommended Land Use Compatibility Standards for Community Noise Environments (*Table 8*). By reference in the Implementing Policies, these standards are adopted by the Town.

The future noise contours in *Figure 12* were determined using traffic volumes, speeds, and truck volumes projected to the year 2010, and are given in terms of Community Noise Equivalent Levels (CNEL). Highway 101 noise contours reflect projections to the year 2000 based upon data available during Plan preparation. Projected noise contours for the year 2010 differ little from contours based on 1987 measurements.

To account for increased sensitivity to noise during the nighttime hours, the CNEL calculation penalizes evening and nighttime sound levels. The decibel (dB) scale is logarithmic; a three dB difference is barely discernible to most people, and a 10 dB increase is subjectively heard as a doubling of noise.

The noise contour map is based on a mathematical model of traffic noise that projects "worst-case" conditions. It shows where site-specific studies are needed to determine whether noise compatibility exists or how it might be achieved. The contours do not take account of any shielding provided by buildings, walls, or terrain. Actual noise levels will generally be less than those shown on the contour map, depending on the amount of shielding. Buildings can cause a 10 dB difference between actual levels and those indicated on the maps, particularly as the distance from the noise source increases.

Guiding Policies: Noise

- 7.1.a. Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.
- 7.1.b. Require site and building design to achieve noise compatibility to the extent feasible.

Implementing Policies: Noise

- 7.1.c. Require an acoustic study for all proposed projects that would be exposed to a noise level greater than normally acceptable as indicated by Table 8, except for additions to single family residences.

- 7.1.d. Where contours indicate CNEL above 60 dB, a proposed residential project shall be analyzed by a qualified acoustical engineer. Mitigation shall be provided where necessary to reduce CNEL to 45 dB in habitable rooms and 60 dB in some habitable open space.

State law requires mitigation to reduce Ldn (comparable to CNEL) to 45 dB in rooms of new multifamily residential units.

- 7.1.e. Minimize impact of loud trucks by requiring that maximum noise levels due to single events be controlled to 50 dB in bedrooms and 55 dB in other habitable spaces. Enforce California vehicle noise laws.
- 7.1.f. Consider including in the noise ordinance the regulating of stationary noise sources, such as construction and property maintenance activity, and mechanical equipment.
- 7.1.g. A project that would create an increase of five dB or more annualized CNEL beyond a right-of-way should provide mitigation necessary to maintain existing noise levels.
- 7.1.h. Limit hours for all construction work audible beyond the boundary of the site to weekdays between 7:30 a.m. and 5:30 p.m., with the exception of holidays. Establish routes for trucks serving construction sites for projects larger than a single-family home as a condition of project approval.
- 7.1.i. In making a determination of impact under the California Environmental Quality Act (CEQA), consider the following impacts to be "significant":

A noise exposure of four or more dB if the resulting noise level would exceed that described as normally acceptable for the affected land use in *Table 8*.

Any increase of six dB or more, due to the potential for adverse community responses.

- 7.1.j. Encourage the California Highway Patrol to intensify its enforcement of noise emission standards, particularly for motorcycles and trucks.

Table 8

Land Use Compatibility Standards for Community Noise Environments

Land Use Category

Community Noise Exposure
(DNL)*



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.


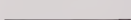

NORMALLY UNACCEPTABLE

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development clearly should not be undertaken.



-  Less than 70 decibels
-  Surface vehicle CNEL (Community Noise Equivalent Levels) Contour (dB)
-  Highway 101 noise projections are to the year 2000.

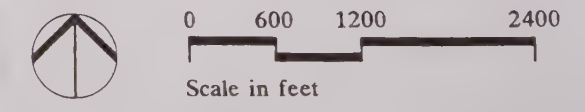


Figure 12
Projected Noise Contours
 Buildout 2010

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APPENDIX

Summary of Responses to Selected 1988 Community Survey Results

Statement	Strongly or Somewhat Agree	Strongly or Somewhat Disagree
1. In single family neighborhoods the Town should allow second units added within existing homes.	43%	46%
2. In single family neighborhoods the Town should allow second units added onto existing homes.	34%	54%
3. In single family neighborhoods the Town should allow second units in separate structures.	24%	63%
4. In single family neighborhoods the Town should allow conversion of garages to living spaces.	49%	43%
5. The Town should increase its efforts to provide more low and moderate income housing.	47%	41%
6. Corte Madera should accommodate the use of local roadways by regional commuters during peak hours by upgrading and expanding roadways to improve traffic flows.	41%	45%
7. The Town should install traffic lights at the Village Square (Tamalpais/Redwood Ave./Corte Madera Ave.) area to improve traffic flow and safety.	45%	41%
8. The Town should cooperate with the County and neighboring communities in addressing region-wide transportation issues even if this means giving up some Town control over local land use decisions.	62%	29%

Statement	Strongly or Somewhat Agree	Strongly or Somewhat Disagree
9. A rail or bus terminal should be located in Corte Madera (on Bridge District property) to serve as a transportation "hub" or transfer point. (It could include a storage yard and turn-around point.)	46%	38%
10. A commuter park-and-ride lot should be located somewhere in Corte Madera.	67%	22%
11. In general, traffic on local streets in Corte Madera (not Highway 101) is at an acceptable level.	72%	24%
12. The Town's lowest acceptable traffic standard should be raised from Level D (extensive delays at times with restricted maneuverability) to Level C (stable and acceptable flow, speed and maneuverability somewhat restricted).	65%	13%
13. More rental housing units should be encouraged in Corte Madera.	30%	60%
14. More condominiums and townhouses should be encouraged in Corte Madera.	25%	67%

Statement	Very or Somewhat Desirable	Very or Somewhat Undesirable
15. The Former Habitat Site is (un)desirable for use as an open space preserve.	77%	10%
16. The Former Habitat Site is (un)desirable for use as a single family residential development (Up to 6 units/acre such as Madera Gardens or Mariner Cove).	34%	50%
17. The Former Habitat Site is (un)desirable for apartments or condominiums (Up to 10 units/acre).	18%	67%
18. The Former Habitat Site is (un)desirable for housing for seniors (Up to 20-50 units/acre).	39%	44%
19. The Former Habitat Site is (un)desirable for commercial activities such as retail stores, restaurants, hotels, motels or professional offices.	15%	70%
20. The Former Habitat Site is (un)desirable for a Medical/Dental health facility.	24%	56%
21. The Former Habitat Site is (un)desirable for use as parking.	39%	42%
22. The Archdiocese Property is (un)desirable for use as residential development (6 units/acre or less, such as Madera Gardens or Mariner Cove).	45%	37%
23. The Archdiocese Property is (un)desirable for use as apartments or condominiums.	24%	57%
24. The Archdiocese Property is (un)desirable for use as housing for seniors (Up to 20-50 units/acre).	46%	36%

Statement	Very or Somewhat Desirable	Very or Somewhat Undesirable
25. The Golden Gate Bridge District Land is (un)desirable for use as commuter parking.	48%	36%
26. The Golden Gate Bridge District Land is (un)desirable for use as a rail or bus station	47%	35%
27. The Golden Gate Bridge District Land is (un)desirable for use as a rail or bus storage area.	18%	59%
28. Triangular Marsh is (un)desirable for use as a park with boat ramp.	51%	32%
29. Triangular Marsh is (un)desirable for a low density residential development (Up to 2 units/acre).	36%	46%
30. Village Square should be developed further as an identifiable focal point or center of town.	65%	20%
31. Village Square is (un)desirable for use as housing in combination with existing commercial buildings.	25%	56%
32. Village Square is (un)desirable for use as additional local-serving retail shops.	48%	34%
33. Village Square is (un)desirable for use as expanded commuter parking.	34%	47%
34. San Clemente Drive/Paradise Shopping Center should be developed as regional-serving commercial.	33%	47%
35. Local-serving commercial should be encouraged at San Clemente Drive/Paradise Shopping Center.	65%	19%

Statement	Very or Somewhat Desirable	Very or Somewhat Undesirable
36. San Clemente Drive/Paradise Shopping Center should be rezoned as residential.	23%	53%
37. Further development at San Clemente Drive/Paradise Shopping Center should be minimized.	52%	25%
38. Additional auto sales-related uses at San Clemente Drive/Paradise Shopping Center should be allowed.	17%	65%
39. Granada School is (un)desirable for use as a single family residential development (6 units/acre such as Madera Gardens or Mariner Cove).	54%	32%
40. Granada School is (un)desirable for use as apartments or condominiums (Up to 10 units/acre).	26%	58%
41. Granada School is (un)desirable for use as housing for seniors (Up to 20-50 units/acre).	57%	29%
42. Granada School is (un)desirable for use as a privately funded nature center/museum.	62%	18%

APPENDIX

INCONSISTENCIES BETWEEN DRAFT GENERAL PLAN POLICIES AND MAJORITY RESPONSE TO COMMUNITY SURVEY STATEMENTS

SECOND UNITS

In response to statements 1, 2, and 3, majorities opposed second units as additions to or separate structures, but 43 percent opposed second units within existing homes. *Housing Element Summary* policy 4.1.e. encourages second units consistent with current standards that allow additions and separate structures.

RENTAL HOUSING

A majority of respondents were opposed to encouraging more rental units (Statement 13). *Table 7* of the *Housing Element Summary* designates sites for 65 multifamily units, all or most of which would be rental units.

VILLAGE SQUARE

A majority opposed housing in combination with existing commercial buildings in Village Square (Statement 31). Policy 2.5.i. assumes mixed residential and commercial use in Village Square.



CORTE MADERA FRAMEWORK PLAN

- LOW DENSITY RESIDENTIAL
0-2.2 Units/Net Acre
- MEDIUM DENSITY RESIDENTIAL
2.2-5.8 Units/Net Acre
- MULTIFAMILY RESIDENTIAL
5.8-10.9 Units/Net Acre
- LOCAL-SERVING COMMERCIAL
- REGION-SERVING COMMERCIAL
- OFFICE
- INDUSTRIAL
- PUBLIC/SEMIPUBLIC
- PARKS
- OPEN SPACE: WATERWAY
- OPEN SPACE: WETLAND
- OPEN SPACE: RIDGE/HILLSIDE
- ARTERIAL
- COLLECTOR



LAND USE DECISION SITES

- 1 - VILLAGE SQUARE
- 2 - HANDI-KUP SITE
- 3 - CASA BUENA/MEADOWSWEET
- 4 - SAN CLEMENTE/PARADISE
- 5 - HABITAT SITE
- 6 - MADERA BAY PARK
- 7 - THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT PROPERTY
- 8 - MADERA DEL PRESIDIO
- 9 - HIDDEN VALLEY RANCH
- 10 - ARCHDIOCESE PROPERTY
- 11 - TRIANGULAR MARSH
- 12 - THE UPLANDS EXPANSION

Figure 13

CORTE MADERA GENERAL PLAN

GLOSSARY

ABAG. Association of Bay Area Governments.

Acoustical Engineer. An engineer specializing in the measurement and physical properties of sound. In environmental review, the acoustical engineer measures noise impacts of proposed projects and designs measures to reduce those impacts.

Acre Foot. The volume of water that would cover one acre to a depth of one foot. An acre foot is about the amount of water used each year in and around the home by two average California families.

ADT. Average daily traffic.

Affordability, Housing. The relation of housing costs to household income.

Affordable Housing. Dwelling units for which the housing payment is not more than 30 percent of household gross income for a specified income group.

Alluvium. Includes clay, silt, sand, and gravel deposited by streams.

Army Corps of Engineers. A federal agency responsible for the design and implementation of publicly-supported engineering projects.

Artificial Groundwater Recharge. The process whereby water in an aquifer (a waterbearing stratum of permeable rock, sand, or gravel) is artificially replenished.

BAAQMD. Bay Area Air Quality Management District.

Bay Mud. A soft, unconsolidated, water-saturated, silty clay, which also contains plant remains and mollusk shells.

Bay Trail. A regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo bays, comprised of spine trails encircling the Bay and linking all nine Bay Area counties, spur trails providing access from a spine trail to points of interest along the shoreline, and connector trails providing restricted access to environmentally-sensitive interpretive trails, and connections to recreational opportunities and inland residential and employment centers.

BCDC. San Francisco Bay Conservation and Development Commission.

Bedrock. The solid rock underlying unconsolidated surface materials.

Bike Lane. A corridor expressly reserved by markings for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles (Class 2 Bikeway).

Bike Path. A paved route not on a street or roadway, expressly reserved for bicycles. Bike paths may parallel roads but typically are separated from them by landscaping (Class 1 Bikeway).

Bike Route. A facility shared with motorists and identified only by signs. A bike route has no pavement markings or lane stripes (Class 3 Bikeway).

BMR. Below Market Rate. BMR housing is subsidized to make it available to households that cannot afford current market price.

Borings. The process of making a hole in the earth and extracting material for analysis of its composition. By generalizing a finding over a wider area, it is possible to determine the relative stability of a site.

Buck Trust. A fund established from the estate of Beryl Buck to be spent in Marin County. The Trust is administered by the Marin Community Foundation.

Build-out. That level of urban development characterized by full occupancy of all developable sites in accordance with zoning regulations; the maximum level of development envisioned by the Town's General Plan and implementing programs.

CAI. California Archaeological Inventory.

CALINE 4. A computer program which projects carbon monoxide levels based on projected traffic levels.

Caltrans. California Department of Transportation.

Capital Improvement Program. The multiyear scheduling of public physical improvements based on studies of fiscal resources available and the choice of specific improvements to be constructed for a period of five or six years into the future.

Carbon Monoxide. An odorless, colorless gas formed by the incomplete combustion of fuels; roughly 80 percent of Bay Area CO emissions are estimated to be from motor vehicles.

CDBG. Federal Community Development Block Grant.

CDMG. California Department of Mines and Geology.

CEQA. California Environmental Quality Act, 1979.

City-Centered Corridor. One of three land use corridors defined in the Marin Countywide Plan for purposes of environmental analysis and land use planning. The City-Centered Corridor is where urban development is to be concentrated so that the rest of the County can remain as open as possible.

CMSA. Central Marin Sanitation Agency.

Coastal Recreation Corridor. One of three land use corridors defined in the Marin Countywide Plan for purposes of environmental analysis and land use planning. Most of this area has been acquired by public agencies for recreational purposes.

Colluvium. Deposits of unsorted soil material and rock fragments that accumulate on or at the base of slopes by gravity or rapid downslope movement.

Community Noise Equivalent Level (CNEL). A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7:00 to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, respectively, to allow for the greater sensitivity to noise during those hours. An alternative measure is day-night average sound level (Ldn). The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10dB weighting applied to nighttime sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Conservation. The management of natural resources to prevent waste, destruction, or neglect.

Corte Madera Community Survey. (Town Survey) A 1988 survey which sought to clarify views on residents' preferences for the use of specific sites, and their support for or opposition to alternative development and conservation policies.

Culvert. A drain, ditch or conduit not incorporated in a closed system that carries drainage water under a driveway, roadway, railroad, pedestrian walk or publicway. Culverts are often built to channelize streams and as part of flood control systems.

Curb Cut. The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway. Curb cuts are essential at street corners for wheelchair users.

Decibel (dB). A unit used to express the relative intensity of a sound as it is heard by the human ear. The decibel measuring scale is logarithmic. Zero (0 dB) on the scale is the lowest sound level that a normal ear can detect under very quiet ("laboratory") conditions and is referred to as the "threshold" of human hearing. On the logarithmic scale, 10 decibels are 10 times more intense, 20 decibels are 100 times more intense, and 30 decibels are 1,000 times more intense than 1 decibel.

Decibel "A-Weighted" (dBA). The scale for measuring sound in decibels that weights or reduces the effects of low and high frequencies in order to simulate human hearing.

DEIR. Draft Environmental Impact Report.

Density, Base. The allowable density range for a General Plan land use classification, excluding any density bonus.

Density Bonus. An increase in allowable density above base density granted in exchange for provision of affordable or senior housing.

Density, Net. The number of dwelling units per acre of developable residential land designated on the *General Plan Diagram*, exclusive of public and private streets, drainage, power-transmission-line easements, or other public and semipublic uses.

Design Review. The process whereby projects are reviewed for compliance with established design guidelines.

Development Fees. Direct charges or dedications collected on a one-time basis for a service provided or as a condition of approval being granted by the local government. The purpose of the fee or exaction must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of the service or improvement. Fees can be broken down into two major classes: 1) service charges such as permit fees covering the cost of processing development plans, connection or standby fees for installing utilities or application fees for reviewing and considering development proposals; and 2) "impact" fees levied on new development to cover the cost of infrastructure or facilities necessitated by development.

DFG. State of California, Department of Fish and Game.

Differential Settlement. Differential settlement occurs when subsidence, the gradual sinking of land, proceeds at different rates at different locations in a given area; structures and underground utilities may be subjected to conflicting stresses, leading to distortion or rupture.

Dike. A bank of earth used to control or confine water.

Dredge-spoils. Mud, rock, and other materials removed by dredging.

Dredging. A method for deepening waterways by removing solids from the bottom with a dredging machine.

Dwelling Unit (du). A building or portion of a building containing one or more rooms, designed for or used by one family for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette.

Ecotone. A transition area between two adjacent ecological communities usually exhibiting competition between organisms common to both; often a rich biological area.

EIR. Environmental Impact Report.

Endangered Species, California. A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The status is determined by the State Department of Fish and Game together with the State Fish and Game Commission.

Endangered Species, Federal. A species which is in danger of extinction throughout all or a significant portion of its range, other than the species of the Class Insecta determined to constitute a pest whose protection under the provisions of the 1973 Endangered Species Act, as amended, would present an overwhelming and overriding risk to humans. The status is determined by the U.S. Fish and Wildlife Service and the Department of the Interior.

Environmental Impact Report (EIR). A report on the effect of a proposed development proposal or other major action which would significantly affect the environment. The report consists of an inventory of existing environmental conditions, projected impacts of development, and mitigation for significant adverse impacts. A general plan EIR is necessarily more general than a site-specific EIR.

Erosion. The process by which soil and rock are detached and moved by running water, wind, ice, and gravity.

Estuarine environment. Includes marshlands, mudflats, salt production lands, and open water.

FAR. Floor Area Ratio. Ratio of gross building floor area to the net developable area of a building site.

Federal Candidate Species, Category 1 (Candidate 1). Species for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened.

Federal Candidate Species, Category 2 (Candidate 2). Species for which existing information indicates that these species may warrant listing, but for which substantial biological information to support a proposed rule is lacking.

Federal Flood Insurance. Affordable flood insurance offered by the federal government to property owners whose communities participate in the National Flood Insurance Program. Corte Madera is a participant.

FEIR. Final Environmental Impact Report.

FEMA. Federal Emergency Management Agency.

Fill, Bay. Earth or any other substance or material placed in the Bay, including piers, pilings, and floating structures moored in the Bay for extended periods. Most of Corte Madera is constructed on fill.

Flood Walls. Flood walls are constructed parallel to the shoreline. Depending on size, location, and landscaping, these walls can impede views.

Floor Area, Gross. The total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shaft enclosures.

Franciscan Melange. A thick zone of small to very large hard rocks embedded in more or less intensely sheared and crushed rock material, formed by an ancient fault which is no longer active.

General Plan. A comprehensive, long-term plan mandated by state planning law for the physical development of the city and any land outside its boundaries which, in its judgment, bears relation to its planning. The plan shall consist of seven required elements; land use, circulation, open space, conservation, housing, safety, and noise. The plan shall consist of a statement of develop-

ment policies and shall include a diagram or diagrams illustrating these policies. References to the 1978 General Plan (of the Town of Corte Madera) include all amendments through October, 1989.

GGBHTD. Golden Gate Bridge, Highway and Transportation District.

Greenhouse Effect. The gradual warming of the earth's atmosphere attributed to the accumulation of gases caused by industrial and agricultural activities. Associated phenomena include the melting of the polar ice caps and rising sea levels.

Groundwater Recharge. The process whereby water in an aquifer, a water-bearing stratum of permeable rock, sand, or gravel, is replenished; this procedure occurs naturally, unless interrupted by human activity.

Habitat. The natural environment of a plant or animal.

Hazardous Waste. Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel, and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts, and all radioactive materials.

Household. Person or persons living in one dwelling unit.

Housing Payment. For ownership housing, this is defined as the mortgage payment, property taxes, and insurance and utilities. For rental housing this is defined as rent and utilities.

Housing Unit, Multifamily. A dwelling unit other than a single-family unit.

Housing Unit, Single-Family. A dwelling unit having shared walls with not more than one other unit (duplex).

Impervious Surface. Any material which reduces and prevents absorption of water into land.

Income, Above-Moderate. A household whose income exceeds 120 percent of the county median.

Income, Low. A household whose income does not exceed 80 percent of the county median.

Income, Median. The county-wide median income for a four-person household, as defined by the United States Department of Housing and Urban Development and the California Department of Housing and Community Development (March 1989).

Income, Moderate. A household whose income is between 81 and 120 percent of the median family income for the county.

Income, Very-Low. A household whose income does not exceed 50 percent of the median family income for the county.

Infill. The development of new housing or other buildings on scattered vacant lots in a built-up area or on new building parcels created by permitted lot splits.

Inland Rural Corridor. One of three land use corridors defined in the Marin Countywide Plan for purposes of environmental analysis and land use planning. The predominant land uses in this area are agriculture and open space.

Inversion. Temperature inversions limit the amount of vertical mixing of air and thus trap pollutants in the lower atmosphere where people breathe. Inversions are characterized by a layer of warmer air above a layer of cooler air, a reversal of the normal decline in temperature with increasing altitude.

Jobs/Housing Balance. The ratio of local jobs to employed residents.

Landslide. The downslope movement of soil and rock.

Levee. An embankment for preventing flooding.

Liquefaction. Occurs when the shaking of an earthquake transforms poorly consolidated material into a fluid-like state.

Local Agency Formation Commission (LAFCO). A commission that acts on all proposals for incorporation of cities, annexation to cities or special districts, consolidation of districts, formation of special districts, and merger of districts with cities. By law, the *Local Agency Formation Commission* is composed of two members of the county Board of Supervisors, two members of city councils of cities in the county, and one member who represents the general public.

LOS. Level of Service calculated on the basis of a volume-to-capacity ratio. (*See Diagram, following page.*)

Low-Density Residential. 0-2.2 units/net acre.

Managed Wetlands. Marshes diked off from the Bay and managed as habitat.

MCHA. Marin County Housing Authority.

Medium-Density Residential. From 2.2 to 5.8 units/net acre.

Midden. Refuse heap. In the San Francisco Bay Area midden is composed primarily of shells and shell fragments piled in great mounds by early Native American inhabitants.

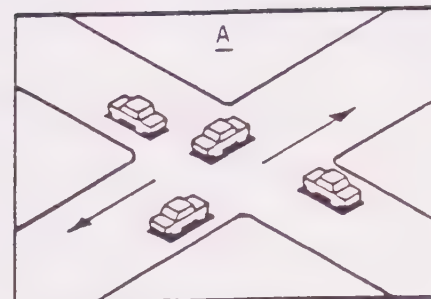
Mitigation. A specific action taken to reduce environmental impacts to insignificant levels. Mitigation measures are required as a component of an environmental impact report (EIR).

MMWD. Marin Municipal Water District.

Mortar and Pestle. A vessel or receptacle and associated implement, often club-shaped, used for pounding or grinding substances. Mortars may be found as round depressions in rock in the Bay Area, providing evidence of past habitation by Native Americans.

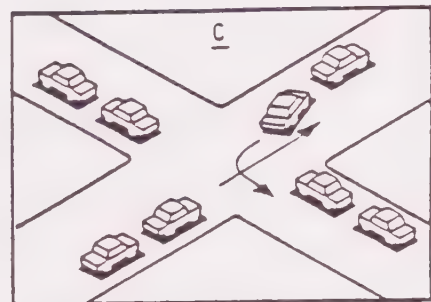
LEVEL OF SERVICE A *Volume/Capacity Ratio= 0 - 0.59*

- Free flow conditions
- No vehicle waits longer than one signal indication



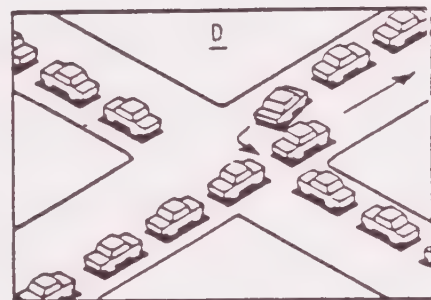
LEVEL OF SERVICE B *Volume/Capacity Ratio=0.60 - 0.69*

- Stable traffic flow
- Motorists rarely wait through more than one signal indication



LEVEL OF SERVICE C *Volume/Capacity Ratio=0.70 - 0.79*

- Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes
- Motorists intermittently wait through more than one signal indication
- Occasional backups behind left turning vehicles

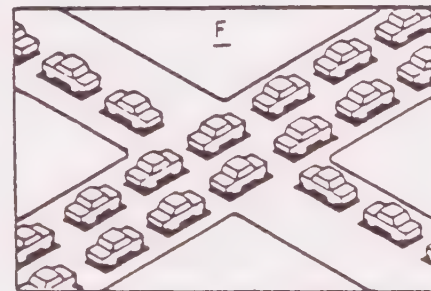


LEVEL OF SERVICE D *Volume/Capacity Ratio=0.80 - 0.89*

- Extensive delays at times
- Some motorists, especially left turners, may wait through one or more signal indications, but enough cycles with lower demand occur to prevent excessive backups
- Maneuverability restricted

LEVEL OF SERVICE E *Volume/Capacity Ratio=0.90 - 0.99*

- Very long queues may create lengthy delays, especially for left turning vehicles
- Volume at or near capacity
- Unstable flow



LEVEL OF SERVICE F *Volume/Capacity Ratio=1.00 or greater*

- Backups from locations downstream restrict movement at intersection approaches
- Forced flow conditions
- Stoppage for long periods due to congestion
- Volumes drop to zero in extreme cases

WILBUR SMITH AND ASSOCIATES

LEVEL OF SERVICE DEFINITIONS

Mudflats. A land area subject to tidal action and water cover sufficient to prevent the development of marshland vegetation. Mudflats are composed of sand, silt and clay deposits brought into the area by tides, streams, and creeks. Mudflats constitute an important feeding ground for birds, and feeding and spawning area for fish.

Multifamily Residential Density. From 5.8 to 10.9 units/net acre. Higher densities may be considered for senior housing.

Multiple Houses (Condos). A building designated as multiple-dwelling unit, for use as condominium units, planned development units, stock/cooperatives, or a community apartment project.

MVRS. Mill Valley Refuse Service.

Navigation Lock. A navigation lock operates on the same principal as the locks on the Panama Canal providing sufficient depth to allow 24-hour navigability of a tidal waterway (barring slight delays when someone else is using the lock) at the location of the lock.

Noise Contour(s). Isolines (a line on a map or chart along which there is a constant value) representing noise, measured in decibels, from selected representative points within the Town.

Non-point Source. A pollutant source introduced from dispersed points and lacking a single, identifiable origin. An example is automobile emissions.

100-year Flood. That flood event which has a one percent chance of occurrence in any one year.

Open Space. Any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in the General Plan or designated on a local, regional, or state open-space plan as one of the four types of open space defined in State planning law.

Overlay District. A set of regulations in the Town's Zoning Ordinance that adds provisions or provides flexibility when applied in conjunction with an underlying zoning district that establishes permitted land uses. Districts include the Hillside Land Capacity Overlay District, the Baylands Risk Zone and Natural Habitat Overlay District, and the Planned Development Overlay District.

Oxidant. The production of photochemical reactions in the atmosphere between reactive organic gases and oxides of nitrogen.

Ozone. An oxidant, O₃, that makes up the largest single portion of smog.

Parcel. A lot or tract of land.

Particulate Matter. Minute, separate airborne solid or liquid particles including smoke, dust, aerosols, metallic oxides, and pollen.

Peak Hour Traffic. The number of vehicles passing over a designated section of a street during the busiest one hour period during a 24-hour period.

Petroglyphs. A carving or inscription on a rock; attributed to earlier Bay Area Native American inhabitants.

Planning Area. Town of Corte Madera and its Sphere of Influence.

Point Source. A source of pollutants which may be traced to a point of emissions.

Population Holding Capacity. The population that would result if all 360 projected residential units were built (*Table 1*) and the average household size for all units in the Town were 2.25 persons (*ABAG Projections 87* for 2005).

Pump Station. A building or structure containing the necessary equipment to pump water to a higher level.

Rebate for Marin Renters. A program to provide cash assistance to low-income renters in Marin County. Two-thirds of the fund are supplied by the Buck Trust; one-third is furnished by local governments.

Recycling Economic Enterprise Zone. A proposed zone included in the 1989 recycling plan prepared by the California Waste Management Board. Low-interest, state-backed loans would be offered to manufacturers who used recycled materials.

Response Time. The amount of time for an emergency services response, measured from the time of the distress call until arrival on the scene.

Retention Area. A pond, pool, lagoon, or basin used for the storage of water runoff.

Right-of-Way. A strip of land acquired by reservation, dedication, forced dedication, prescription or condemnation, and intended to be occupied or actually occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer or other similar use.

"Right-to-Know" Program. Also known as the "Community Right to Know" program after the federal legislation of that name on hazardous materials usage in business and the workplace. The core of this program is the requirement that businesses using hazardous materials at levels established by state and federal law disclose this usage in the form of a "business plan". The "right-to-know" program for all cities in Marin County, (with the exception of San Rafael), is administered by the County Health Department (the "administering agency") through its Office of Environmental Health Services.

Riparian Habitat. Land and plants bordering a water course.

Salt Ponds. Evaporation ponds constructed to harvest salt from Bay water.

Sensitive Receptors. Members of the population who are most sensitive to air quality include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child care centers, hospitals, retirement homes, and convalescent homes.

Siltation. The process of silt deposition. Silt is a loose sedimentary material composed of finely divided particles of soil or rock, often carried in cloudy suspension in water.

Site. The Corte Madera Zoning ordinance defines "site" as "a parcel of land or portion thereof with frontage on a street, devoted to or intended for a use or occupied by a structure or a group of structures." The term "site" in the Draft General Plan and Draft EIR is used to mean, more generally, "a place, scene, or point," and does not imply the suitability of an area for construction of a structure.

Slope Failure. The process, often sudden, in which a steep slope collapses, usually carrying along structures and vegetation.

Slope, 40%. A slope defined by forty units of vertical elevation per one hundred units of horizontal distance, measured on a line perpendicular to contours of equal elevation.

Sloughs. A place of deep mud or mire, an inlet from a creek or river, or a creek in a marsh or tide flat.

Solid Waste. Unwanted or discarded material, including garbage, with insufficient liquid content to be free flowing.

Specific Plan. A detailed plan that includes the text and maps or diagrams generally specifying the following for a portion of the area covered by the General Plan:

1. Land use;
2. Distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities;
3. Standards and criteria by which development will proceed; and
4. A program of implementation measures including regulations, programs, public-works projects, and financing measures.

Sphere of Influence (SOI). A boundary representing the probable ultimate physical extent and service area of a city or special district. The SOI boundary is established by the county Local Agency Formation Commission (LAFCO) in accordance with the 1972 Knox-Nisbet Act. The Sphere of Influence boundary encompasses both a city's corporate limits and its urban service area.

Static Settlement. See Subsidence.

Street, Arterial. A major street carrying the traffic of local and collector streets to and from other major streets and expressways or freeways, with controlled intersections and direct access to some, but not all properties.

Street, Collector. A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Street, Local. A street that provides the principal means of direct access to properties and is designed to discourage through traffic.

Study Area. A study area is designated where a land use category has not been assumed because information, plan proposals, or agreement are insufficient.

Subdivision. The division of a lot, tract, or parcel of land into two or more lots, tracts, parcels, or other divisions of land for sale, development, or lease.

Subdivision Ordinance. An ordinance which specifies the division of a lot, tract, or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale, development, or lease.

Submerged Lands. Lands always under water.

Subsidence. The gradual sinking of land as a result of natural or man-made causes.

Subtidal Mud Bottoms. Bayward of the mudflats, subtidal mud bottoms host many types of aquatic life.

The Village. The Village Shopping Center.

The "Project". In the EIR, the "Project" is "build-out under the Corte Madera Draft General Plan."

The "No Project" Alternative. In the EIR, the "No Project" alternative is Town "build-out under the 1978 General Plan as amended through 1989."

Threatened Species, California. A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts required by Chapter 1.5 of the State Department of Fish and Game Code.

Threatened Species, Federal. A species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Tidal Barrier. A barrier which protects the enclosed area from flooding, ranging from flood walls, to a tidal gate, to a navigation lock.

Tidal Gate. Operates as a gate in the water, a barrier connected to a seawall and dikes which can be closed during periods of anticipated high tide in order to protect homes and waterways. Once closed, the gate cannot be opened again until the flow diminishes. The bottom sill of the gate is placed at the bottom of the dredged channel, requiring that the channel depth be maintained in order for the gate to function. Although the gate might only be used a few times per year, it poses a navigability problem because it prevents passage while closed.

Tidal Salt Marsh. Wetlands which are subject to daily tides.

Tidelands. Lands covered and uncovered by the daily tides.

Topography. The configuration of a surface, including its relief and the position of its natural and man-made features.

Tot Lots. An improved and equipped play area for small children usually up to elementary school age.

Town. The Town of Corte Madera.

Trailhead. The beginning of a trail, usually marked by information signs.

Trip. A one-way journey that proceeds from one origin to one destination.

Trip, Person. A trip made by an individual.

Trip-Generation Rate. The number of vehicle trips per acre, per 1,000 square feet of floor area, per housing unit or other unit of measure during a 24-hour period. Measured trip-generation rates are used to project the impact of development on the traffic circulation system.

TSM. Transportation Systems Management measures to reduce the number of single-occupant vehicle trips during peak hours.

Tsunami. Seismically induced tidal wave.

Unique Marshland Habitat. A wetlands site with unique, intrinsic value as habitat.

Uplands. Landwards and adjacent to marshlands are the uplands, essential wetlands-related habitat. "Uplands" is a relative term which could apply to any type of habitat elevated above and adjacent to wetlands, whose vegetation does not require a watery environment. Uplands, typically on fill in Corte Madera, serve a critical habitat function, as a place of retreat for marsh-dwellers during times of storm, flood, or high tides.

Urban Service Area. A boundary established within the Sphere of Influence delineating the probable extent of urban services during a five- to ten-year planning period, depending upon the availability of services and revenues. Corte Madera's urban service area boundary is contiguous with its SOI boundary.

Variance. Permission to depart from the literal requirements of a zoning ordinance, granted to prevent unnecessary physical hardship.

V/C. The ratio of traffic volume to roadway capacity.

Vehicle Trip. A trip made by a vehicle (may equal one or more person-trips).

Vernal Pool. Restricted to small geographic areas, vernal pools occur where seasonal rains are retained long enough in depressions to allow specialized aquatic plants and animals to grow and reproduce, but not long enough to permit the development of a typical pond or marsh ecosystem. No vernal pools have been identified within Corte Madera, but a vernal pool plant, Showy Indian Clover, was identified in a Department of Fish and Game report.

Waste Stream. All solid, semisolid and liquid wastes including garbage, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes.

Watershed. The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

WCCSL. West Contra Costa Sanitary Landfill.

Wetlands Buffer. A buffer area of at least 100 feet in width which divides proposed projects from existing wetlands. The buffer is intended to minimize or diminish the impacts of human activity which might be disruptive to wetlands wildlife and plants.

Wetlands. Includes the environments of subtidal mudflats, mudflats, tidal salt marsh, periodically inundated or brackish marsh, diked marshland, associated upland, and freshwater marsh.

Xeric. Vegetation requiring only a small amount of moisture.

Zoning District. A specifically delineated area or district within which regulations and requirements uniformly govern the use, placement, spacing, and size of buildings, open spaces, and other facilities.

Zoning Ordinance. The local ordinance which divides a municipality into districts and establishes regulations governing the use, placement, spacing, and size of buildings, open spaces, and other facilities.

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